

Appendix C-2
West Seattle Link Extension Businesses
and Business Organizations

April 28, 2022

WSBLE Draft Environmental Impact Statement Comments
c/o Lauren Swift, Sound Transit
401 S. Jackson St. Seattle, WA 98104

Sent by Email: WSBLEDEIScomments@soundtransit.org

RE: WSBLE Draft Environmental Impact Statement

Dear Sound Transit,

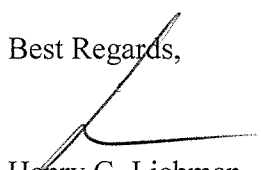
We write this letter representing 2700 4th Ave South, Limited Partnership, the owner of the real property located at 2700 4th Avenue South, Seattle WA 98134. The purpose of this letter is to provide comments on the Sound Transit West Seattle to Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS). Our comments focus on the SODO segment, as our property is located in the SODO neighborhood and lies immediately adjacent to the planned light rail station development. We have significant concerns about the information released in the WSBLE DEIS.

Our property, which is home for more than ten active businesses including both retail and office tenants, some of whom have been established for more than twenty years, has been indicated in the DEIS for taking by Sound Transit to be used as staging area and possibly for use for installation of utility vaults. It is also indicated as an area for potential future station oriented redevelopment. We are very concerned that the long construction period, along with the roadway overpass being contemplated on South Lander Street, will negatively affect the sustainability of these businesses and the property's value overall. No detailed information has been provided regarding these effects on this and other adjacent properties in the DEIS.

In summary, the DEIS lacks important data and information which impacts stakeholders' ability to adequately comment on the project, impacts, and mitigation at time.

Thank you for your attention to this very important matter.

Best Regards,



Henry G. Liebman
General Partner
2700 4th Ave South, LP

Sound Transit Projects

Details	Communication
#504913 Date Recieved: 4/28/2022 Created by: Christopher Johnstone Audience: General Public Reach: Participation: Engagement: Source: Email Assigned division: Outreach Category: Project Phase: Planning Project Segment: Environmental phase: Draft EIS	As owners of the building located at 3450 NE 4th Ave. South, Seattle, WA, we'd like to provide our comments regarding the three alternatives of the West Seattle link (DUW-1a, DUW 1b and DUW-2) that would impact us and our tenant. DUW-1a and DUW-1b This option: · would result in a loss of tenant employee and client parking. · make the functioning and necessary loading dock unusable. · potentially block egress and ingress during construction. · disrupt the tenant's business with construction chaos. Note: We've had previous experience with some of the problems above when the Spokane Steet viaduct expansion was built. One third of our parking was unusable and caused logistical parking problems and challenges accessing our building. DUW-2 This option: · would be our preferred choice · would provide less interruption for the tenant (vs option 1a and 1b) On paper, the preferred plan DUW-1a and the alternative aerial plan DUW-1b, look good but the reality of the situation is that doing demolition work on or adjacent to an existing property will cause severe damage to the existing building, and as experienced before with the Spokane Street viaduct expansion, sewer and storm drains were damaged causing flooding and sewage backup into the building, parking lots and streets had to be dug up to repair these issues. It was a very disruptive problem and very stressful to deal with. In all scenarios it appears that the adjacent properties will be taken down and that alone will be very difficult to try and maintain normal business practices throughout the process. Streets will be closed off. Access to the property will be difficult at best. The adjacent properties butt right up against our building so tearing down those walls will impact our property during this process. Who knows what kind of structural damage will happen along the way? The noise and vibration from the demolition will be unbearable. Asking a business to try and maintain normal operations during all this is just not a good option. We appreciate the opportunity to have our comments heard and hope the board will strongly consider the impact to businesses in the area. Sincerely, Dave Brzusek Andy Pletz

Sound Transit Projects

Details	Communication
#504907 Date Recieved: 4/28/2022 Created by: Christopher Johnstone Audience: General Public Reach: Participation: Engagement: Source: Email Assigned division: Outreach Category: Project Phase: Planning Project Segment: Environmental phase: Draft EIS	Lora, Please include the following comments for Sound Transit's Draft EIS. As owners of the building located at 3450 NE 4th Ave. South, Seattle, WA, we'd like to provide our comments regarding the three alternatives of the West Seattle link (DUW-1a, DUW 1b and DUW-2) that would impact us and our tenant. DUW-1a and DUW-1b This option: · would result in a loss of tenant employee and client parking. · make the functioning and necessary loading dock unusable. · potentially block egress and ingress during construction. · disrupt the tenant's business with construction chaos. Note: We've had previous experience with some of the problems above when the Spokane Steet viaduct expansion was built. One third of our parking was unusable and caused logistical parking problems and challenges accessing our building. DUW-2 This option: · would be our preferred choice · would provide less interruption for the tenant (vs option 1a and 1b) On paper, the preferred plan DUW-1a and the alternative aerial plan DUW-1b, look good but the reality of the situation is that doing demolition work on or adjacent to an existing property will cause severe damage to the existing building, and as experienced before with the Spokane Street viaduct expansion, sewer and storm drains were damaged causing flooding and sewage backup into the building, parking lots and streets had to be dug up to repair these issues. It was a very disruptive problem and very stressful to deal with. In all scenarios it appears that the adjacent properties will be taken down and that alone will be very difficult to try and maintain normal business practices throughout the process. Streets will be closed off. Access to the property will be difficult at best. The adjacent properties butt right up against our building so tearing down those walls will impact our property during this process. Who knows what kind of structural damage will happen along the way? The noise and vibration from the demolition will be unbearable. Asking a business to try and maintain normal operations during all this is just not a good option. We appreciate the opportunity to have our comments heard and hope the board will strongly consider the impact to businesses in the area. Sincerely, Dave Brzusek Andy Pletz



April 18, 2022

To: Sound Transit c/o Lauren Swift

Re: WSBLE Draft Environmental Impact Statement Comments

Alaskan Copper Works (ACW) has operated in the SODO area of Seattle since 1913. The company is a manufacturer and fabricator of corrosion-resistant metal products and currently employs about 85 workers at its 6th Avenue South campus in Seattle.

Sound Transit previously acquired a portion of the ACW campus in the 1990's to create the present SODO Operations and Maintenance Facility (OMF). In those negotiations, Sound Transit and ACW went to great lengths to ensure that truck, cart and forklift mobility around the ACW campus buildings and storage areas was maintained.

We understand you favor a proposed "DUW-1a" alignment for the West Seattle and Ballard Link connection to the OMF. This alignment would cross parts of the ACW campus at grade level and appears to block the circulation paths around the buildings and the primary exit from the property, thus impeding truck, cart and forklift mobility. These blockages may make shipping, receiving, storage and other essential materials handling functions at the facility extremely difficult, or impossible, leaving ACW in the foreboding situation of having to consider relocating the entire operation. Relocating a facility of this scale and type, with its unique machinery installations developed over many years, is very difficult and is probably not economically possible within the Seattle area. We thus can anticipate the possibility of permanent job losses resulting from this proposed alignment being in the order of 50-70 employees.

We also understand you have considered an alternate "DUW-2" alignment. This alignment would also cross our campus but from a southerly direction that appears to be less impactful to the critical circulation paths around the ACW buildings and storage areas.

We hope you will seriously consider this alternate alignment in order to reduce the risk of losing "family wage" industrial jobs in our urbanized area now being served by Sound Transit. Most of the employees who might be affected are represented by unions and about 60% of our employees reflect the diversity of southern Seattle and are racial minorities.

Please see the exhibits we have attached indicating, in pictorial form, the boundaries of the ACW campus, its critical internal roadways, how your favored alignment would block these roadways and how your alternate alignment may avoid these blockages.

Thank you for your consideration of these matters. We hope you will be able to revise your presently favored proposed alignment of the connection to the OMF, as it affects the ACW campus, in the final EIS you are preparing.

Regards,

A handwritten signature in black ink that reads "William M. Rosen". The signature is written in a cursive style with a large, stylized "W" and "R".

William M. Rosen

Manager

Alaskan Copper Works

Exhibit 1: Alaskan Copper Works campus in 2022 (yellow line outlines ACW assemblage boundary)



Exhibit 2: Alaskan Copper Works campus critical roadways (shown in red)



Exhibit 3: Alaskan Copper Works campus critical roadways (shown in red) overlaid with ST proposed Alignment (DUW-1a) (shown in yellow)



Exhibit 4: Alaskan Copper Works campus critical roadways (shown in red) overlaid with ST proposed Alignment (DUW-2) (shown in yellow)



Sound Transit Projects

Details	Communication
#499883 From: Jordan Crawley Date Recieved: 4/11/2022 Created by: Audience: Reach: Participation: Engagement: Source: Online open house Assigned division: Outreach Category: Project Phase: Planning Project Segment: Environmental phase: Draft EIS	According to the Draft EIS, King County Parcel 7666704005 -- 2414 SW Andover St -- is identified as a likely acquisition for each of the eight alternatives (Appendix L4.1, Table L4.1-3). DEL-5 and DEL-6 would place a station directly within what is currently Frye Commerce Center (FCC). FCC is owned by the Frye Art Museum, which uses the revenue generated from rents to fund the museum and keep it free and accessible. FCC is also home to Alki Beach Academy (ABA), which currently serves nearly 130 children and plans to expand in the near future to serve around 300 children. This would make it the largest child care center in the city. Yet, despite comments made throughout the Racial Equity Toolkit report about equitable development and the need for assets like child care in communities of color, Sound Transit fails to acknowledge ABA's presence in Delridge (Appendix L4.4, Table L4.4-1). The programs that are identified (Blazing Trails and Bright Horizons) are not on potentially affected parcels for ANY of the alternatives. Bright Horizons is listed at the wrong address, and it's actual address is not impacted. Blazing Trails isn't even anywhere near the project sight. After ABA's planned expansion, they will make up 1 in 5 licensed child care slots in 98106 (the most racially diverse and lowest income zip code in West Seattle). Relocating this program would have tremendously negative impacts on the availability of child care for the Delridge area. Because they are the only program that may be displaced, this is the definition of disproportionate impact on communities in which Sound Transit is supposed to be promoting equity. DO NOT DISPLACE ALKI BEACH ACADEMY!

Sound Transit Projects

Details	Communication
#500853	
From: Colleen Hitchcock	I am the Education Director at Alki Beach Academy. I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need. We have built a strong program that has already affected so many families in a positive way for their children. Other families deserve to experience this same program for their children. We will be serving over 1000 children by the time the light rail goes through West Seattle and relocating us would be next to impossible. Please do not force us to have to do this.
Date Recieved: 4/21/2022	
Created by:	Thank you for your time.
Audience:	Colleen Hitchcock Education Director
Reach:	Alki Beach Academy
Participation:	
Engagement:	
Source: Online open house	
Assigned division: Outreach	
Category:	
Project Phase: Planning	
Project Segment:	
Environmental phase: Draft EIS	

Sound Transit Projects

Details	Communication
#500610 Date Recieved: 4/18/2022 Created by: Christopher Johnstone Audience: General Public Reach: Participation: Engagement: Source: Email Assigned division: Outreach Category: Project Phase: Planning Project Segment: Environmental phase: Draft EIS	We represent the owners of the Alki Lumber property at 4406 36th Avenue Southwest (East Block) and 4440 Fauntleroy Way Southwest (West Block). Both Blocks are currently being redeveloped and when completed the Project will provide over 500 new transit-oriented residences and a dynamic retail core along 36th Avenue in the Triangle, where an unusually wide right-of-way provides a unique opportunity for community engagement along with a heritage retail location for Alki Lumber itself, which has been serving the community for over 100 years. We believe our transit-oriented Project will complement an adjacent Avalon Station by providing a dense community of residents and businesses; however, we are concerned there are current oversights in the DEIS that would create unintended consequences if not addressed in the Final EIS; especially the troubling impacts of preferred alternative WSJ-1 in terms of both general transportation disruption and resulting displacement of neighborhood businesses as well as aesthetic, noise, vibration and neighborhood cohesion impacts. WSJ-1's guideway would literally and figuratively cast a dark shadow over this transformative neighborhood. Of the preferred alternatives, we believe tunnel alternative WSJ-3a should be advanced with modifications as the final preferred alternative. WSJ-3a reduces the issues with neighborhood cohesion and displacement compared to the above-grade alternatives, and the future station option on 41st Avenue SW is a better location compared to 42nd Avenue SW as it will have less impact on existing established businesses in the heart of the Junction during construction. We further believe the DEIS currently represents inadequate study of cumulative impacts, and provides insufficient mitigation information, in several areas including the lack of sufficient information on cumulative impacts of transportation and road closures -- including paths of temporary and permanent-term closures and re-routes -- as well as the lack of sufficient information on separate and cumulative impacts of tunnel routes on the businesses and residents above them. Thank you for considering these comments.

Sound Transit Projects

Details	Communication
#503701 Date Recieved: 4/27/2022 Created by: Cecelia Gunn Audience: General Public Reach: Participation: Engagement: Source: Email Assigned division: Outreach Category: Project Phase: Planning Project Segment: Environmental phase: Draft EIS	To whom it may concern: We represent the owners of the Alki Lumber property at 4406 36th Avenue Southwest (East Block) and 4440 Fauntleroy Way Southwest (West Block). Both Blocks are currently being redeveloped and when completed the Project will provide over 500 new transit-oriented residences and a dynamic retail core along 36th Avenue in the Triangle, where an unusually wide right-of-way provides a unique opportunity for community engagement along with a heritage retail location for Alki Lumber itself, which has been serving the community for over 100 years. We believe our transit-oriented Project will complement an adjacent Avalon Station by providing a dense community of residents and businesses; however, we are concerned there are current oversights in the DEIS that would create unintended consequences if not addressed in the Final EIS; especially the troubling impacts of preferred alternative WSJ-1 in terms of both general transportation disruption and resulting displacement of neighborhood businesses as well as aesthetic, noise, vibration and neighborhood cohesion impacts. WSJ-1's guideway would literally and figuratively cast a dark shadow over this transformative neighborhood. Of the preferred alternatives, we believe tunnel alternative WSJ-3a should be advanced with modifications as the final preferred alternative. WSJ-3a reduces the issues with neighborhood cohesion and displacement compared to the above-grade alternatives, and the future station option on 41st Avenue SW is a better location compared to 42nd Avenue SW as it will have less impact on existing established businesses in the heart of the Junction during construction. We further believe the DEIS currently represents inadequate study of cumulative impacts, and provides insufficient mitigation information, in several areas including the lack of sufficient information on cumulative impacts of transportation and road closures -- including paths of temporary and permanent-term closures and re-routes -- as well as the lack of sufficient information on separate and cumulative impacts of tunnel routes on the businesses and residents above them. Thank you for considering these comments. Lisa Sweeney Guthrie

April 27, 2022

WSBLE Draft Environmental Impact Statement Comments
c/o Lauren Swift
Sound Transit
401 S. Jackson Street
Seattle, WA 98104-2826

Via email to WSBLEDEIScomments@soundtransit.org

Re: Comments on West Seattle and Ballard Link Extension (“WSBLE”) Draft Environmental Impact Statement (“DEIS”) for Residential Projects located at 4406 36th Ave S and 4440 Fauntleroy Way SW.

Dear Ms. Swift:

We represent the owners of the “Alki Lumber” property, which is historically owned by the Sweeney Family. This is an assemblage generally located at 4406 36th Avenue South (“East Block”) and 4440 Fauntleroy Way Southwest (“West Block”).¹ Both Blocks of the Sweeney Property are currently being redeveloped (together, the “Sweeney Blocks Project”). When completed, the Sweeney Blocks Project will provide over 500 new transit-oriented residences and a new retail core along 36th street, where an unusually wide right-of-way provides ample opportunity for creative sidewalk use and retail spill-out for community engagement. But perhaps most exciting is that the completed Sweeney Blocks Project will continue to provide a heritage retail location for Alki Lumber itself: a community business that has been providing excellent service and jobs in West Seattle for over 100 years.

Notably, design and permitting for both Blocks has progressed significantly since May 2021 (the benchmark date the Draft Environmental Impact Statement (“DEIS”) uses to evaluate future projects). See Appendix K. The design review process is complete, and the Master Use Permits could be issued in the next few months under permit nos. 3035684-LU (East Block) and 3035693-LU (West Block). The projects would likely be constructed prior to the anticipated start date for WSBLE construction in 2026.

We believe the transit-oriented Sweeney Blocks Project will compliment an adjacent WSBLE Avalon Station by providing a dense community of residents and businesses who will be users of the Station on its first day of fare service, however, we are concerned with the level of disclosure of impacts in the WSBLE DEIS. There are current oversights in the DEIS document that could create unintended consequences for Sound Transit, the Sweeney Blocks Project, and the West Seattle Triangle neighborhood if not addressed in the Final EIS (“FEIS”). *As it completes the FEIS, Sound Transit should take a hard look at the additional identified potential impacts and areas for additional study noted below, and especially at the troubling identified impacts of preferred alternative WSJ-1.* We appreciate the opportunity to comment on Sound Transit’s WSBLE DEIS, and we look forward to working with Sound Transit in the years to come to make the WSBLE a reality.

¹ The Alki Lumber Property’s East Block is comprised of tax parcel nos. 0952004465, 0952004475, 0952004494, 0952004495 and 0952004525. The Alki Lumber Property’s West Block is comprised of tax parcel nos. 0952004355 and 0952004340.

A. *Direct Project Impacts of WSBLE Alternatives*

1. *WSJ-1 Impacts on the Sweeney Blocks Project are Significant*

Based on information provided by Sound Transit, construction of WSJ-1 would require construction staging and laydown space on approximately one-third of the West Block property. This construction staging area will directly conflict with the planned building area for the West Block project that may be constructed prior to the start of WSBLE construction. Sound Transit should reevaluate its construction staging plans to avoid all of the West Block property and the associated disruption and demolition of several hundred newly constructed residences.

Further, construction laydown area under this alternative ostensibly will result in access restrictions on SW Avalon Way and the alleys that provide access for both Blocks. It also appears that the straddle bent placement proposed in WSJ-1 would require permanent blockage of the alley adjacent to the West Block that connects Fauntleroy Way SW and SW Oregon Street. This alley is not only used for future access to the West Block's 150 residential vehicle parking spaces, 179 bicycle parking spaces, and three loading berths, but is used for access to neighboring businesses. City policies require vehicle access from the alley, so it is not possible to relocate the West Block's access from 36th, and even if it were allowed, doing so would require substantial and costly redesign. The FEIS must provide additional study of the impacts of these temporary and permanent access limitations. Sound Transit's motorized, non-motorized and freight mobility and circulation studies all appear to fail to account for or study the increased use of the Blocks and the alleys that will be catalyzed by the Sweeney Blocks Project. Sound Transit should also identify in the FEIS alternative construction staging areas and means and methods to ensure full vehicle access is maintained to the buildings or identify adequate mitigation measures like full compensation for building owners who suffer economic impacts from lost parking and tenant revenue because of construction and operational access impacts.

2. *Potential WSJ-2 Construction Impacts are also Significant*

The construction staging area for WSJ-2 appears to similarly conflict with the alley access for the East Block from Avalon. This alley connects SW Avalon Way with SW Oregon Street between 35th and 36th Avenues Southwest and provides vehicle, bicycle, and loading access to the East Block's below-grade garage for 158 residential and five non-residential vehicle parking spaces, 24 short term and 226 long term bicycle parking spaces, a commercial truck berth, and areas for residential and commercial refuse and recycling. It also provides an important neighborhood pedestrian through-block connection from Avalon to Oregon, and is used for access to the vehicular garage, waste, and loading areas for the neighboring Aura Apartments at 4435 35th Ave SW. Access to this alley must be maintained or the FEIS must fully disclose the impacts from potential closure of this alley, identify alternative construction staging area, and provide a plan for maintaining full access or other appropriate mitigation measures.

3. *Flow Control Vault Placement under WSJ-3a*

As a general matter, we believe that WSJ-3a is well-designed alternative that has the best Junction station location and less impacts on neighborhood cohesion. However, there are potential impacts and issues related to WSJ-3a's proposed flow control vault location on the East Block.

We presume that installation and maintenance of this vault would require temporary closures to SW Avalon Way at 36th Avenue SW. It appears that such closures would block the alley adjacent to

the East Block. Similar to the alley access concerns discussed in the previous section, alley blockage will impede ingress and egress for East Block vehicles and alley access must be maintained. The DEIS' motorized, non-motorized and freight mobility and circulation studies again fail to account for or study the increased use of this alley that will be catalyzed by the Sweeney Blocks Project and the impacts of disruption.

In addition, if shoring is required for this vault, such shoring could cause blockage to a very important aspect of the Sweeney Blocks Project: the new long-term retail home of Alki Lumber itself. This surface-level impact of flow control vault installation are not examined or discussed in any detail in the DEIS and additional analysis. See DEIS Section 4.2.4.4.5.

Of course, if this flow control vault required *permanent* disruption or change to this alley or the adjacent residential and commercial spaces, it would have a substantial impact on the East Block and its neighbor the Aura Apartments. Sound Transit should account for these risks and impacts as the design process moves forward and design to avoid them. We believe the vault placement options in WSJ-4 would cause dramatically less disruption than the placement proposed in WSJ-3a. The vault placements proposed in WSJ-3b and WSJ-5 could still cause some disruptions, but would be better than the vault location in WSJ-3a. For this reason, that flow control vault location should be further engineered and potentially relocated. Ultimately, all vaults should be located and designed to have the least impacts possible on existing surrounding development.

B. Preferred Alternative

The WSBLE DEIS identified four preferred alternatives for the West Seattle Junction Segment – WSJ-1, WSJ-2, WSJ-3a, and WSJ-3b. There are two other alternatives – WSJ-4 and WSJ-5 that are not preferred. Of the preferred alternatives, tunnel alternative WSJ-3a should be advanced as the final preferred alternative adopted by the Sound Transit Board even though it requires outside funding. This alternative reduces the issues with neighborhood cohesion and displacement compared to the above-grade alternatives, and the future station option on 41st Avenue SW is a better location compared to 42nd Avenue SW as it will have less impact on existing established businesses in the heart of the Junction during construction. Compared to the elevated station options in WSJ-1 and WSJ-2, the WSJ-3a location is far superior in terms of serving, but not significantly impacting our neighborhood. Although we strongly support WSJ-3a as the preferred alternative, there are a few modifications and design refinements warranted to avoid significant impacts like relocation of the flow control vault.

C. Traffic Impacts and Related Displacement Impacts.

Sound Transit should provide special attention and additional mitigation measures for transportation impacts in West Seattle, as this area has already been significantly impacted by the West Seattle Bridge closure. The FEIS should study traffic and displacement impacts from the WSBLE cumulatively with and in the context of the multi-year Bridge closure. There are also several likely significant adverse impacts that would result from proposed WSBLE alternative WSJ-1 and WSJ-2 that have not been sufficiently considered and discussed in the DEIS, as described further below.

1. Boulevard & Bike Lane Impacts of WSJ-1 and WSJ-2.

The DEIS is far too superficial in its analysis of the circulation impacts of WSJ-1 (and to a lesser extent, WSJ-2) on Fauntleroy and Avalon for bicycle, automotive and pedestrian traffic. In fact, it

contains no explicit discussion of access and circulation impacts in the West Seattle Triangle, instead starting and ending its analysis with a confusing statement that “[t]here are no substantial proposed roadway modifications with preferred WSJ-1,” and no built roadway revisions other than a new median under WSJ-2. DEIS Section 3.5.3.1.4. This does not square with the DEIS’ illustrations of columns interfering with alley ingress and egress, nor with its statements that “roadway modifications may be needed to accommodate columns . . . within the roadway or modifications to the street network.” DEIS Section 3.5.3.1.

Based on the illustrations, it is not clear how Sound Transit reached the conclusion that WSJ-1 and WSJ-2 will not impair access and circulation to Fauntleroy and Avalon for motor traffic, bicycles, and general boulevard traffic. This is perhaps the most concerning potential adverse transportation impact of these alternatives for general mobility, circulation, and traffic in the West Seattle Triangle neighborhood. The Sweeney Property (before or after completion of the Sweeney Blocks Project) would appear to be severely disrupted by the proposed WSJ-1 guideway route. This proposed route and straddle bent placement would substantially impair access to the Sweeney Blocks Project’s proposed community market hall and outdoor amenity areas, but these impacts are not specific to the Sweeney Blocks Project alone. On further inquiry, Sound Transit will find many neighboring businesses, residents and property owners have equally grave concerns about WSJ-1 hampering impacts to their own respective storefronts and outdoor areas. These impacts would not only delay and inconvenience residents, commuters and intra-neighborhood commerce, but would result in displacement (or closure) of neighborhood businesses by discouraging patrons from visiting the neighborhood and disrupting deliveries.

Similarly concerning analytical shortcomings are present with respect to traffic safety. *See* DEIS Section 3.8.3.5. In this area, the DEIS relies on a conclusory assumption that because guideway columns and straddle bents would “adhere to roadway standards” and “be outside of the vehicle travel lanes,” it would result in “little to no impact on safety.” This does not explain how the introduction of additional noise, light, shadow and movement into an already busy corridor will be adequately mitigated to avoid distraction and disruption to drivers, pedestrians and bicyclists alike. This shortcoming is emphasized by confusing statements that the tunnel alternatives “would have similar transportation safety conditions to [WSJ-1],” even though these tunnel alternatives “would not have any columns or other physical roadway impacts.” *Id.* It does not logically follow that alternatives with dramatically fewer roadway-area elements would have no substantial reduction in safety risk. A more detailed study of safety impacts should be included in the FEIS.

2. General Traffic-Related Business Displacements.

In West Seattle, as in other segments of the WSBLE, adverse transportation impacts will go hand-in-hand with business displacement impacts, because businesses will be displaced--or will close altogether--if their customers cannot reach them efficiently. The DEIS apparently relies on the assumption that the only business displacements that will occur are those caused by Sound Transit’s direct occupation of a business’ space. The businesses that will be affected by displacement of customers and access routes are apparently not analyzed. DEIS Sections 4.2.1.3.4 and 4.2.3.3.5. Indirect business displacement impacts should also be considered in the FEIS. Further, if Sound Transit chooses an above-ground route in this segment, we believe WSJ-2 is immensely better than WSJ-1 in terms of both general transportation disruption and resulting displacement of neighborhood businesses.

D. *Adverse Impacts to Aesthetics, Noise, Vibration and Neighborhood Cohesion.*

Alternative WSJ-1 would also be substantially more adverse than WSJ-2 in terms of aesthetic, noise, vibration and neighborhood cohesion impacts on the Sweeney Blocks Project and the West Seattle Triangle neighborhood. Even to any extent that the support columns of WSJ-1 would not impair circulation and access for other transportation modes (which is debatable, as discussed in A.1 above), WSJ-1's guideway *itself* would literally cast a shadow over this vibrant neighborhood's sidewalk users, bicycles and neighborhood businesses. This route would further discourage and disappoint these users by introducing substantial noise and vibration impacts on this vibrant developing boulevard and its bike lanes. As between the two above-ground alternatives, WSJ-2 would be immensely preferable for the Sweeney Blocks Property and our neighbors, as well as our future residents and business tenants.

The DEIS nods to these types of impacts at Section 4.2.4.3.5 (though without specific reference to light, shadow, noise or vibration) where it conclusively states that "WSJ-1 and WSJ-2 would have the most impact on the community because the guideway would be entirely elevated and primarily outside of public right of way." Other than acknowledging the "most impact" and "visual impact on the surrounding neighborhood," the scope, scale or specific types of these impacts are not studied or discussed.

The DEIS' analysis of visual and aesthetic resources is similarly insufficient to allow for a full understanding of potential impacts. It does not analyze the Sweeney Blocks Project's soon-to-be residents and customers as "sensitive viewers." See Figure 4.2.5-11. Similarly, though the DEIS acknowledges Fauntleroy's status as a City of Seattle Designated Scenic Route, *id.*, it does not describe where or to what extent this vibrant community asset will lose views to the Cascade Mountains, Elliott Bay, and the Downtown Seattle skyline," from the route. DEIS Section 4.2.5.1. The effect of lost views on such a vibrant community and shopping corridor should be analyzed, but they are not. In some troubling instances, they are explained away. For example, the last full paragraph on DEIS Page 4.2.5-19 appears to assume that the permanent removal of a public viewing location results in no impact in access to public views. This is undoubtedly a view impact. In fact, it is one of the most important types of view impacts, because it is an impact on views equitably available to all community members. Fauntleroy Place provides a restful public park bench that provides neighborhood walkers and bikers with rest, people-watching and colorful foliage viewing. Its removal is an impact that should be acknowledged and further detail provided on how the park and users experience will change.

E. *Potential Tieback or Shoring Encroachments.*

It also appears that WSBLE alternatives WSJ-3a, WSJ-3b, WSJ-4 and WSJ-5 may require tiebacks or shoring that would encroach into the Sweeney Blocks Project. However, the extent and effects of such engineering elements are provided in detail in the DEIS, nor can we glean them based on the DEIS' limited information on tunnel depths or engineering methods. While the Sweeney Blocks Project supports the tunnel alternatives, we request further information about any plans for related tiebacks or shoring (or other encroaching elements of the WSBLE) on the Sweeney Property as soon as possible, so that we can coordinate with Sound Transit in design and construction of these elements. These additional details are missing from the DEIS and should be incorporated in the final to fully evaluate impacts to the existing and future built environment.

We know that Sound Transit has many adjoining property owners with whom it aspires to coordinate and serve as a good neighbor. However, advance coordination is particularly warranted in this instance, due to the current stage of the Sweeney Blocks Project's development. Once permits for Sweeney Blocks Project has been issued and construction begun, the expense and complication of encroaching WSBLE tiebacks will increase dramatically. *The window is closing to have effective coordination discussions and avoid additional costs and headaches for Sound Transit.* We hope Sound Transit will coordinate with us at the earliest possible stage of WSJ-area design and construction.

F. Overall DEIS Sufficiency Concerns.

We recognize that any final WSBLE route will result in significant impacts on multiple Seattle neighborhoods, and some impacts will be adverse. We appreciate Sound Transit's work to analyze potential impacts, but we believe the DEIS currently represents inadequate study of cumulative impacts, and provides insufficient mitigation information, in several areas. These include:

- Lack of sufficient information on cumulative impacts of transportation and road closures, including paths of temporary and permanent-term closures and re-routes. Access must be maintained to existing residences at all times, and it is not clear that this will occur.
- Lack of sufficient information on separate and cumulative construction impacts, including construction-period vibration, noise, dust, lighting and the like, as well as the proposed sequencing of work.
- Lack of sufficient information on separate and cumulative impacts of tunnel routes on the businesses and residents above them.

The scope of these impacts, and many others, remain a mystery to neighborhood stakeholders in a troubling number of instances. As a critical example, the Sweeney Blocks Project is unable to tell from the DEIS whether some (or all) of the tunnel alternatives would require geotechnical or civil engineering elements that would impact the Sweeney Blocks Project's underground garage. Without further information on the scope of those engineering elements, we cannot provide proper input on the scope of the resulting impacts on our garages, and by extension, on whether the Sweeney Blocks Project will be significantly impacted during the construction and operation of the WSBLE.

G. Conclusion.

We believe the Sweeney Blocks Project's dense, transit-oriented community of residences and retail at will be ready to complement the Sound Transit's Avalon Station on the first day of fare service. For that reason, we hope that early coordination will enable the Sweeney Blocks Project and WSBLE to each consider the other a good neighbor during design, construction and long-term operation. Thank you for considering these comments.

Sincerely,

Lynn Sweeney, Sweeney Family



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WSBLE Draft Environmental Impact Statement Comments

c/o Lauren Swift

Sound Transit

401 S Jackson St

Seattle, WA 98104

Cc:

Tammy J. Morales
District 2 Councilmember
South Seattle, Chinatown /
International District
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Teresa Mosqueda
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Sara Nelson
Citywide Councilmember
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Sara.Nelson@seattle.gov

February 9, 2022

Dear Councilmembers and Sound Transit

We recently received a letter from Sound Transit notifying us that our SODO office/showroom/workshop may be in the route of the West Seattle Link Extension. After reading the Draft EIS, it appears that our location may be on the route of both the Preferred Alternative DUW-1a and Option DUW-1b, though not on the DUW-2 route. We ask your assistance in mitigating this in any way possible. It appears that each of the routes could be re-routed slightly to the north or south of our property so as not to require us to relinquish our building to Sound Transit and be forced to move again. Having just moved to this location in 2021 after purchasing the property in 2020, we fear that our business is unlikely to survive another move at this time – even more so given the difficult economic times created by Covid19.

Who we are:

- BladeGallery Inc has several arms that are run out of our SODO workshop.
 - Our 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, straight razors, and manicure gear.
 - We offer a world class sharpening service – knives are regularly sent to us for sharpening and repair from as far away as New Zealand, Australia, and Japan, as well as from around the US. We provide sharpening and repair services for a large portion of chefs in the Pacific Northwest.
 - We have a 6500 sqft custom knifemaking forge and teaching studio.
 - We house 1400 sqft of temperature and humidity controlled warehousing for our products, many of which are literally one-of-a-kind in the world and utilize some of the rarest materials found anywhere.
 - We teach classes aimed at established knifemakers and beginners. As we are developing our curriculum, we are gearing classes toward youth as well as providing scholarships for low income students, adding to the vibrant Pacific Northwest knifemaking community.



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- We are developing a resident artist program where 1-2 resident artists are supported in their work and studies to further develop their creativity and skills.
- BladeGallery Inc is a small business that supports 7 employee households and we anticipate hiring two additional employees in the next year.
- Our business supports over 600 artisans from around the world, custom building knives. In many cases, we are these artists' primary sales mechanism.
- Our showroom draws customers to the greater Seattle area to visit -- not only do customers visit our business from Everett, Bellingham, and Vancouver to the north, Renton and Tukwila to the South, and Bellevue, Redmond and Kirkland to the East, but customers regularly fly to Seattle to visit our showroom from international and distant US locations. This influx of customers to the greater Seattle area is beneficial to the Seattle tax base.

We spent three years searching for the correct location for our multi-pronged business. After purchasing our new storefront in the spring of 2020, we moved from Kirkland (where we have been since 2003) back to Seattle in the fall of 2021. After two years of renovations, we finally received our final Certificate of Occupancy this last month.

It has been a difficult and expensive move. The move has taken two years and we will still be finalizing renovations for at least the next year. We have transformed our 1924 warehouse into a refined location showing the workmanship of the past, retaining the feel of this historic building (including its massive old growth beams!). These renovations, as well as a mural across the entire front of the building by renowned Seattle artist Henry Ward, has transformed this tired warehouse into a flagship showing the promise of the Seattle SODO neighborhood. Moving and cataloging our extensive and fragile inventory has been quite an undertaking (much of our inventory needs temperature and humidity control).

- Covid19 led to significant cost increases in renovation materials, difficulties and delays, and unavoidable adjustments to our plans
- City of Seattle required many expensive modifications including
 - ADA considerations (Multiple handicapped wheelchair access ramps, ADA bathrooms, etc)
 - Environmental considerations
 - Re-roofing entire 18,000 sqft building to allow for 8 inches of insulation on roof
 - Fire barrier walls with multiple layers of drywall and insulation (especially expensive right now!)
 - Full electric upgrade
 - Engineered high efficiency HVAC system

Our move required an SBA loan as well as a Chase loan. Both of these loans have early payment penalties, which we would encounter if we were forced to move. I have personally had to remortgage my house in Fremont to help cover renovation expenses. Literally, everything in my financial life is at stake.

Being forced to move due to the West Seattle Link Extension would not only have a significant financial impact on our company, our employees and their families, as well as the hundreds of artisan knifemakers that we represent, but it might literally be non-financially-recoverable for our company and me personally. Even if Sound Transit is required to pay 'fair market value' for our property, this doesn't come close to covering the thousands of hours of work and renovation costs, let alone architectural fees, banking fees, etc (none of which have been recovered due to our recent move). Finding a



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replacement building in an appropriate location and of the correct style, paying staff for 2-3 years while renovations are completed, storing our fragile inventory during that time, and finally moving again seems insurmountable.

I greatly appreciate any efforts that you can make to select a path that does not directly force our company to move or close down – which in turn would result in tremendous difficulties for our employees and the hundreds of artisans we represent.

Yours,

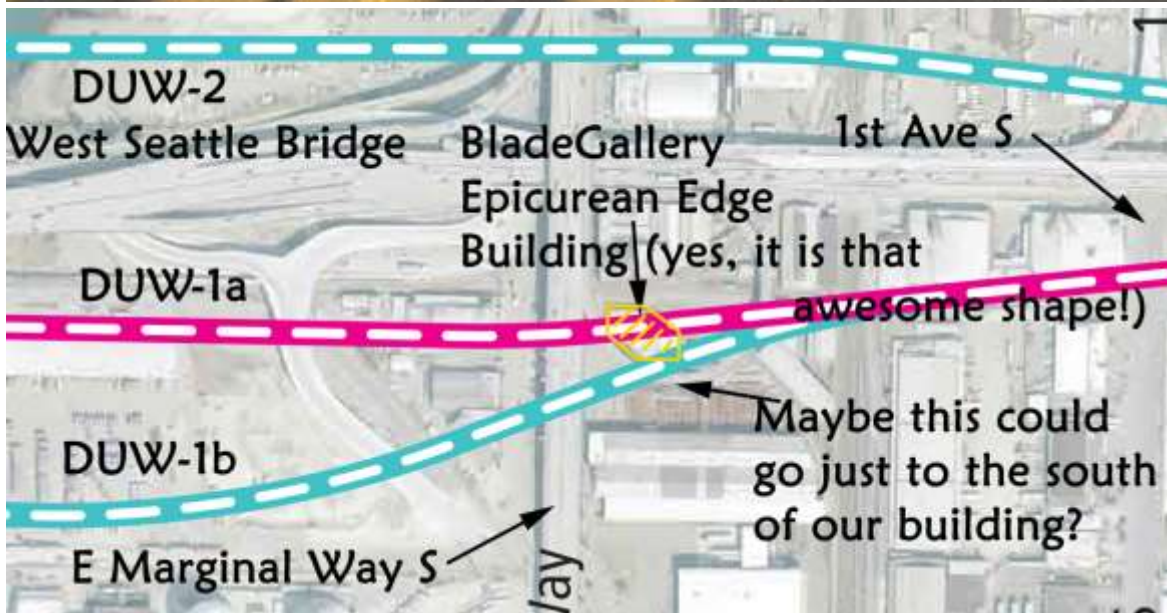
Daniel O'Malley
President, BladeGallery Inc
Manager, Red Wall LLC

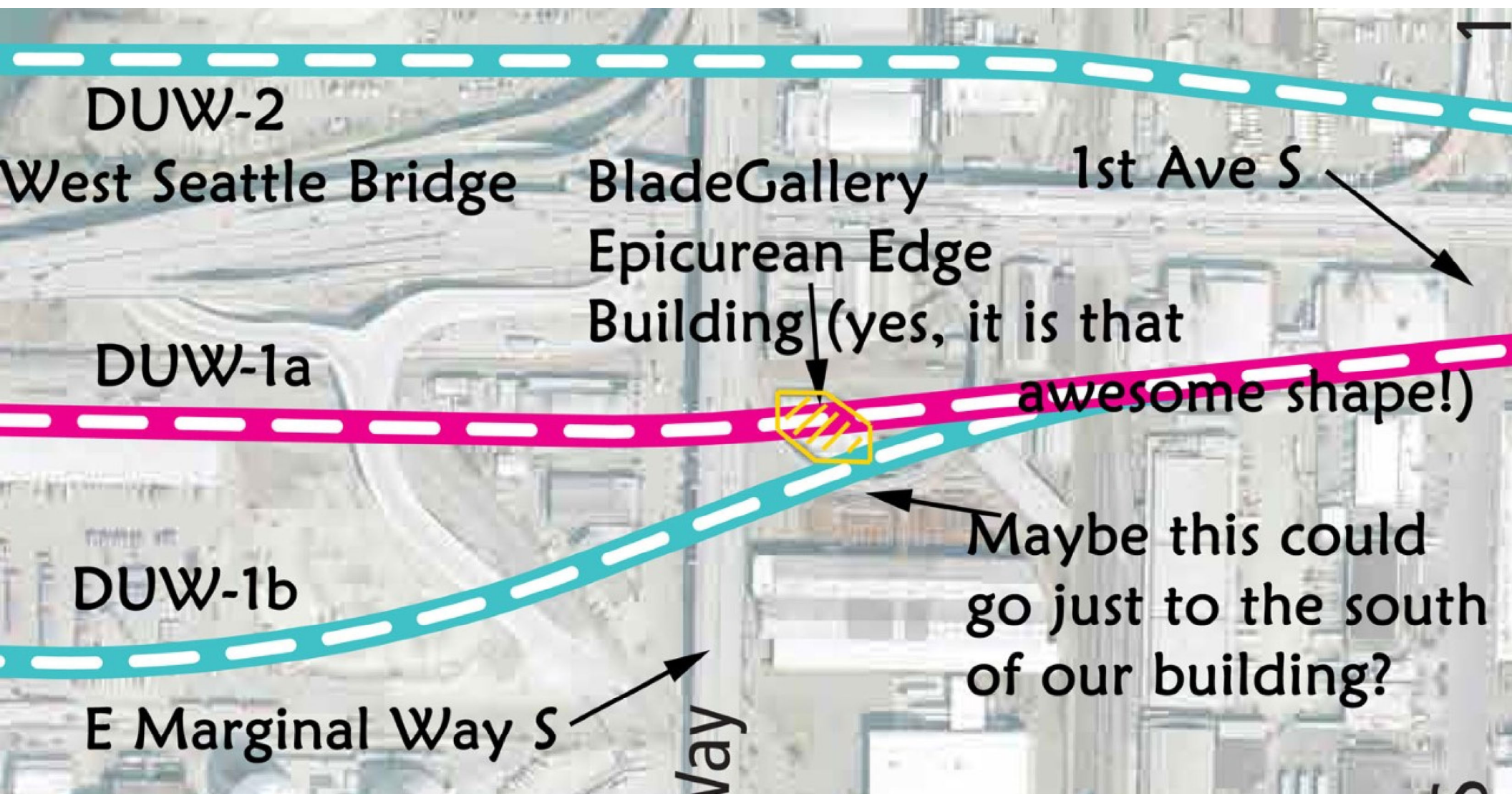
Home address:
4338 Evanston Ave N
Seattle, WA 98103

Direct email: omalley@bladegallery.com



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DUW-2

West Seattle Bridge

BladeGallery

1st Ave S

Epicurean Edge

Building (yes, it is that

DUW-1a

awesome shape!)

DUW-1b

Maybe this could
go just to the south
of our building?

E Marginal Way S

Way







Sound Transit Projects

Details	Communication
#504932	
Date Recieved: 4/28/2022	Dear Councilmembers and Sound Transit Board Members, In addition to the comments that I have previously noted in an effort to save BladeGallery's Epicurean Edge from eminent domain, a supporting customer of ours that worked as an environmental executive for the federal government has noted some irregularities in the EIS that I am asking you to specifically address.
Created by: Christopher Johnstone	These irregularities appear to skew the representation of the data to make the Preferred Alternative DUW-1A appear better than the Alternative DUW-2.
Audience: General Public	Please consider the following comments on the appropriateness of Alternative DUW-2: As stated in Paragraph 4.2.2.3.3, Alternative DUW-2 would not convert any single- or multi-family residential land or City-owned open space to a transportation use.
Reach:	As shown in Table 4.2.3-2 and stated in Paragraph 4.2.3.3.3, Alternative DUW-2 would displace the fewest employees – about 40% fewer than other alternatives.
Participation:	As stated in Paragraph 4.2.5.3.3, Alternative DUW-2 would have the least change to the visual character in areas with concentrations of sensitive viewers and the least impact on visual quality of all the Duwamish Segment Build Alternatives
Engagement:	As stated in Paragraph 4.2.7.3.2, Alternative DUW-2 would have the fewest noise impacts of all the Duwamish Segment Build Alternatives – about 90% fewer than other alternatives.
Source: Email	As shown in Table 4.2.8-1, Alternative DUW-2 would introduce the least square footage of total new impervious surface by a significant margin – less than 10% that of other alternatives.
Assigned division: Outreach	As stated in Paragraph 4.2.8.3.3, Alternative DUW-2 would not require relocation of any outfalls. As shown in Table 4.2.9-2, Alternative DUW-2 would have no effect at all on Alternative Wetlands, Wetland Buffers, and Biodiversity areas.
Category:	As stated in Paragraph 4.2.11.3.3, Alternative DUW-2 would avoid the steep slopes on Pigeon Point, offering the greatest slope stability and least landslide risk, thereby avoiding the need to construct retaining structures.
Project Phase: Planning	As stated in Paragraph 4.2.14.3.3, Alternative DUW-2 would not be expected to require relocation of Fire Station 14, and no long-term effects are expected.
Project Segment:	Table 4.2.16-4 seems to indicate Alternative DUW-2 would impact 9 historic properties, the most of any alternative. However, the table inexplicably divides the Department of Highways District No. 1 Headquarters/Maintenance Facility into 5 subproperties, thereby skewing the statistics. If Table 4.2.16-4 instead tabulated only whole historic properties, Alternative DUW-2 actually impacts the fewest historic properties of any alternative.
Environmental phase: Draft EIS	As shown in Table 4.2.17-1, Alternative DUW-2 is the only alternative that would have no permanent impact at all to parks and recreational resources. Table 4.2.18-2 repeats the inexplicable division of the Department of Highways District No. 1 Headquarters/Maintenance Facility into five subproperties. As a result, Alternative DUW-2 would appear to be similar to other alternatives in its impact on properties with Preliminary Section 4(f) Determinations. However, when evaluating the DOH District 1 HQ/Maintenance Facility as a single property, Alternative DUW-2 in fact impacts the fewest number of properties with Preliminary Section 4(f) Determinations. Please support the DUW-2 Alternative that does not force BladeGallery's Epicurean Edge to move again or close shop. Sincerely, Daniel O'Malley President, BladeGallery Inc www.bladegallery.com www.epicedge.com www.bladeconnection.com www.shaveenvy.com



April 27, 2022

Dear Councilmembers and Sound Transit Board

We understand that two of the three proposed routes (DUW-1a and DUW-1b) of the West Seattle Link Extension will require the condemnation and acquisition of our property at 3628 E Marginal Way S. in SODO, Seattle.

We feel that our unique business faces significant difficulties if forced to move that are not necessarily borne by many of the warehouses and industry in the SODO area.

If possible, we would welcome you to visit BladeGallery's Epicurean Edge in person so that you can see the impact and difficulties potentially caused by this Light Rail Path. I would welcome the opportunity to show you our facility. You can also see a quick video of our location here:

<https://youtu.be/JuUOHYHNPIk>

We ask your assistance in mitigating the loss of our building in any way possible. In this early stage in design, each of the proposed Light Rail paths could likely be re-routed slightly to the north or south of our property (if not moving development to the second alternative to the North of Spokane St – DUW-2) so as not to require us to relinquish our building to Sound Transit and be forced to move again.

1) Recovering costs of our recent move and extensive renovation will be virtually impossible.

After two years of renovations, we finally received our final Certificate of Occupancy in January 2022. Having just moved from Kirkland to this location in 2021 after purchasing the property in 2020, we fear that our business is unlikely to survive another move at this time – even more so given the difficult economic times created by Covid19. For businesses that have been in their SODO location for many years, while moving has significant costs, they have already recovered their initial renovation, development and moving costs through years of use. Additionally, it is likely that many of the businesses affected may welcome the opportunity to have a new renovated space in a new location.

Our move from Kirkland to SODO has taken two years and we will still be finalizing renovations for at least the next year. We have transformed our 1924 warehouse into a refined location showing the workmanship of the past, retaining the feel of this historic building (including its massive old growth beams!). These renovations have transformed this tired warehouse into a flagship showing the promise of the Seattle SODO neighborhood. Moving and cataloging our extensive and fragile inventory has been quite an undertaking (much of our inventory needs consistent temperature and humidity control).

- Covid19 led to significant cost increases in renovation materials, difficulties and delays, and unavoidable adjustments to our plans
- City of Seattle required many expensive modifications including
 - ADA considerations (multiple handicapped wheelchair access ramps, ADA bathrooms, etc)
 - Environmental considerations
 - Re-roofing the entire 18,000 sqft building to allow for 8 inches of insulation on the roof



- Fire barrier walls with multiple layers of drywall and insulation (especially expensive right now!)
 - Full electric upgrade, alone costing over \$200,000
 - Engineered high efficiency HVAC system
- Current increases in mortgage rates as well as inflationary costs will lead to significant long term expenses if we need to finance a new building and begin renovations again
- Already, the threat of a forced move has blighted critical aspects of our business.
 - Our lead instructor, Mastersmith Bill Burke, has determined that given the uncertainty caused by Light Rail, it is not possible to move his family to the Seattle area from Idaho to organize our classes.
 - Until the effect of Light Rail is fully determined, we are unable to complete the final development phases necessary for our Bladesmithing classes.
 - We have been forced to indefinitely postpone plans to bring in a larger natural gas line for our forges, which has meant that we are already losing significant income by not being able to teach forging classes

Our move required an SBA loan as well as a Chase loan. Both of these loans have early payment penalties, which we would encounter if we were forced to move. I have personally had to remortgage my house in Fremont to help cover renovation expenses. Literally, everything in my financial life is at stake.

2) The items we sell are very fragile, making moving again extremely difficult and likely to result in damage.

Prior to us purchasing and moving into SODO, the building housed a warehousing company for Mexican spices. A business like this can easily and safely move. Our business, on the other hand, has many facets that require tremendous customization (at great expense) of the space that we work in. The handmade products that we house are extremely fragile and are greatly affected by temperature, humidity, vibration, and pressure changes. A move will undoubtedly cause significant damage to some items in our unique inventory. The process of moving our company is not unlike moving a museum, yet is also compounded by having large industrial equipment required by other segments of our company.

3) DUW-1a and DUW-1b will destroy significant public art by Henry Ryan Ward.

Henry Ryan Ward is a significant artist from Seattle. Over the past decades, he has developed an international following and his artwork has significant monetary value as well as being meaningful public art. DUW-1a and DUW-1b will condemn two buildings with some of Henry's largest murals. The front of our building and the front of Buffalo Industries at 99 S Spokane St are among Henry's largest and most iconic artwork. Henry's murals are not only a Seattle icon, but they also bring tourists from outside Seattle to view his works. Obviously, because these murals are painted directly onto the building, moving them is impossible.

4) Our current location is critical for our company because it provides easy access to the freeways and Port of Seattle.

We spent three years searching for the correct location for our multi-pronged business. Visitors to BladeGallery's Epicurean Edge are often coming to Seattle from a significant distance, making airport access important. Our 'local' customers come from Renton, Bellevue, Kirkland, Redmond, Bellingham, and other cities throughout Washington. The SODO area provides a central location with easy access to the East Side through I-90 and 520 as well as the north



and south by I-5. Because many of the items we showcase are from around the world, the proximity to Port of Seattle is quite important.

5) Our building is renovated to show off its roots as an early Seattle warehouse.

We sell handmade items – something that is rarely found today, but which were common in the 1800s and 1900s. It is important that the gallery where our work is displayed evokes an earlier time when life moved at a slower pace and creating with your hands was the norm. Our building is a relic of that Seattle past, with huge old growth beams which were carefully stripped of paint and grime during our renovations and are a centerpiece of our presentation.

6) Over 400 of our customers have sent letters to request help such that we might not need to move.

Our loyal customer base is asking your assistance in helping to save our business.

7) BladeGallery's Epicurean Edge is an economic boon for the SODO area.

We draw customers from all over the world to visit our gallery. The sales at our gallery are a boon to the Seattle economy and these visitors have a cascading effect by bringing in tax dollars through hotels and lodging, restaurants, as well as purchases at other stores in the Seattle area.

8) BladeGallery's Epicurean Edge is unique.

BladeGallery's Epicurean Edge doesn't exist anywhere else. We are a social and economic hub for the International bladesmithing and knifemaking community. By teaching classes, selling raw materials, displaying, selling and promoting these one-of-a-kind artworks, we are supporting hundreds of individual artists around the world. There is literally not another business like ours in the world.

Who we are:

- BladeGallery Inc has several arms that are run out of our SODO flagship.
 - Our 2200 sqft temperature and humidity controlled showroom displays a wide selection of handmade and production knives, including chef's knives, straight razors, and manicure gear.
 - We offer a world class sharpening service – knives are regularly sent to us for sharpening and repair from as far away as New Zealand, Australia, and Japan, as well as from around the US. We provide sharpening and repair services for a large portion of chefs in the Pacific Northwest.
 - We have a 6500 sqft custom knifemaking forge and education studio.
 - We house 1400 sqft of temperature and humidity controlled warehousing for our products, many of which are literally one-of-a-kind in the world and utilize some of the rarest (and most fragile) materials found anywhere.
 - We sell raw materials such as Takefu Steel to knifemakers to complete their work.
 - We teach classes aimed at established knifemakers and beginners. As we are developing our curriculum, we are gearing classes toward youth as well as providing scholarships for low income students, adding to the vibrant Pacific Northwest knifemaking community.
 - We are developing a resident artist program where 1-2 resident artists are supported in their work and studies to further develop their creativity and skills.



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- BladeGallery Inc is a small business that supports 8 employee households and we anticipate hiring two additional employees in the next year.
- Our business supports over 600 artisans from around the world, custom building knives. In many cases, we are these artists' primary sales mechanism.
- Our showroom draws customers to the greater Seattle area to visit -- not only do customers visit our business from Everett, Bellingham, and Vancouver to the north, Renton and Tukwila to the South, and Bellevue, Redmond and Kirkland to the East, but customers regularly fly to Seattle to visit our showroom from international and distant US locations. This influx of customers to the greater Seattle area is beneficial to the Seattle tax base.

Being forced to move due to the West Seattle Link Extension would not only have a significant financial impact on our company, our employees and their families, as well as the hundreds of artisan knifemakers that we represent, but it might literally be non-financially-recoverable for our company and me personally. Even if Sound Transit is required to pay 'fair market value' for our property, this doesn't come close to covering the thousands of hours of work and significant renovation costs, let alone architectural fees, banking fees, etc (none of which have been recovered due to our recent move). Finding a replacement building in an appropriate location and of the correct style, paying staff for 2-3 years while renovations are completed, storing our fragile inventory in a temporary temperature and humidity controlled environment during that time, and finally moving again seems insurmountable.

I greatly appreciate any efforts that you can make to select a path that does not force our company to move or close down -- which in turn would result in tremendous difficulties for our employees and the hundreds of artisans we represent.

Yours,

Daniel O'Malley
President, BladeGallery Inc
Manager, Red Wall LLC

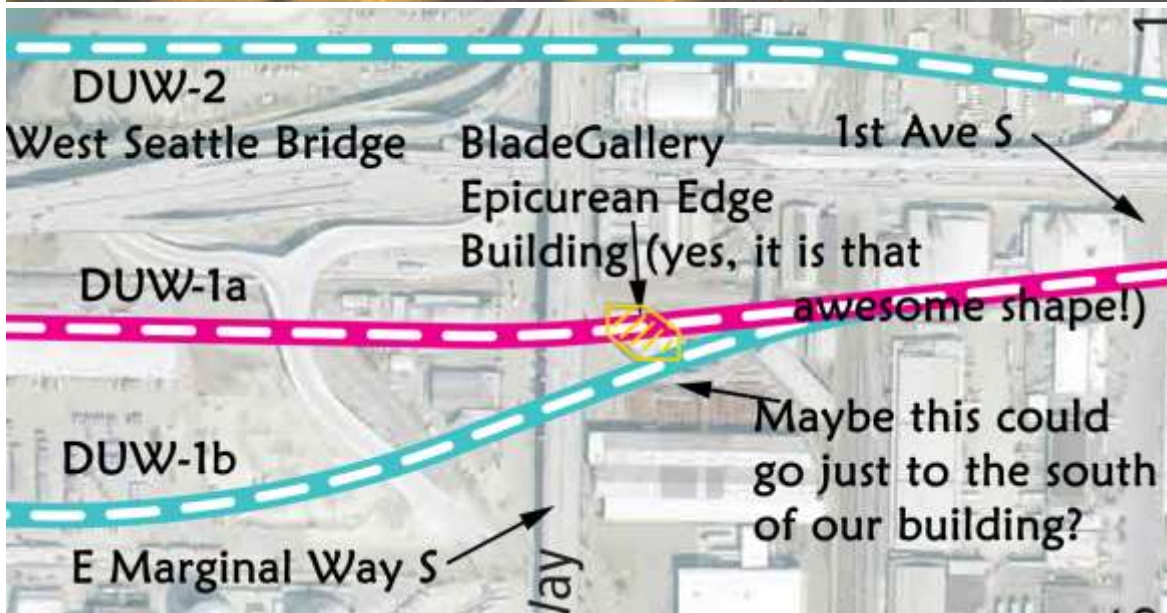
Home address:
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Seattle, WA 98103

Direct email: omalley@bladegallery.com

Direct phone: 206-261-1735



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Sound Transit Projects

Details	Communication
#504066	Greetings:
From: Jim Carlson	Please see the below comments regarding the WSBLE Draft Environmental Impact Statement. We respectfully urge that you select DEL-5 and DEL-6 for the West Seattle Sound Transit route.
Date Recieved: 4/28/2022	In reviewing the Draft EIS Executive Summary Delridge Segment (ES.3.1.1.3, page ES-13 – ES-18), it appears that the proposed options DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, DEL-4 all impact the corner of Delridge and Andover. As part owner of the 4000 Delridge Way building, I strongly object to any of these four routes. When we built our building at 4000 Delridge Way the City of Seattle encouraged us to make it as nice as possible and required us to add the parking structure so as to improve the visual appearance of the Delridge/Andover corner. We have been good neighbors and helped to keep that part of the Delridge corridor a thriving business district. There are very few commercial buildings that would fit our needs and it would be devastating for our business and employee morale to have to leave West Seattle. The majority of our employees live in West Seattle.
Created by:	
Audience:	
Reach:	
Participation:	The selection of either DEL-5 or DEL-6 option would allow our unique office building to remain in this location and prevent any disruption to our thriving business. Options DEL-5 and DEL-6 would disrupt the fewest amount of residential and a similar number of commercial properties – both of which are limited in West Seattle. Our business would face great hardship if we had to leave West Seattle. The 4000 Delridge Way building is home to our family business and has provided hundreds of folks jobs over the years, forcing us to sell this property would be devastating as this building was designed and built to be a long-term investment with the highest quality of materials, including locally source wood siding and interior beams, as well as copper cladding. It is designed and built to last even in a changing climate. We have no intention of selling this property and would like to maintain it for generations to come.
Engagement:	
Source: Online open house	
Assigned division: Outreach	It seems DEL-5 or DEL-6 are superior options generally, due to less neighborhood impact. DEL-5 and DEL-6 seem to be a more logical route for Sound Transit as per the table on Executive Summary ES-18 – the noise and visual impact would appear to be significantly less if DEL-6 was chosen above all other options. Furthermore DEL-5 only impacts 2 historical buildings and DEL-6 impacts 0, furthermore DEL-5 and DEL-6 have zero impacts on park and recreational resources, whereas the first four options impact a park and golf course. Additionally, the DEL-6 option is cheaper than the others making it a great choice since construction costs are rising at a dramatic rate. We disagree with the predicted ridership rates as maintaining the business district near the Delridge/Andover corner and adjacent buildings would increase ridership. The traffic impacts may be challenging and we will be prepared for those; however, a year or three of traffic inconveniences is a small sacrifice for being able to keep our building, particularly since we just went through a major upgrade to Delridge Way and have dealt with the more than two year closure of the West Seattle Bridge.
Category:	
Project Phase: Planning	
Project Segment:	
Environmental phase: Draft EIS	We implore you to please select DEL-5 and DEL-6 for the West Seattle Sound Transit route. Thank you. Sincerely, Jim Carlson Partner, Delridge Development LLC Owner, Building Envelope Technology and Research 4000 Delridge Way SW Seattle, WA. 98106

Sound Transit Projects

Details	Communication
#503329 From: scott Stemper Date Recieved: 4/28/2022 Created by: Audience: Reach: Participation: Engagement: Source: Online open house Assigned division: Outreach Category: Project Phase: Planning Project Segment: Environmental phase: Draft EIS	Greetings: We are co-owners of the 4000 Delridge Way SW property, which would be directly impacted by four of the West Seattle Link Extension route options being considered. We ask you to consider selecting DEL-5 and DEL-6 for the West Seattle Sound Transit route. In reviewing the Draft EIS Executive Summary Delridge Segment (ES.3.1.1.3, page ES-13 – ES-18), it appears that the proposed options DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, DEL-4 all impact the corner of Delridge and Andover. Not only would they force our office building to close they would essentially demolish the surrounding neighborhood. It seems DEL-5 or DEL-6 are superior options generally, due to less neighborhood impact. Specifically, these options would allow us to remain on our corner and prevent any disruption to our thriving business. In addition, Options DEL-5 and DEL-6 would disrupt the fewest amount of residential and commercial properties – both of which are limited in West Seattle; our business would face great hardship if we had to leave West Seattle. Additionally, DEL-5 and DEL-6 seem to be a more logical route for Sound Transit as per the table on Executive Summary ES-18 – the noise and visual impact would be significantly less if DEL-6 was chosen above all other options. Furthermore DEL-5 only impacts 2 historical buildings and DEL-6 impacts 0, both of these options have zero impacts on park and recreational resources, whereas the first four options impact a park and golf course. And, the DEL-6 option is cheaper than the others making it a great choice since construction costs are rising at a dramatic rate. We disagree with the predicted ridership rates as maintaining the business district near the Delridge/Andover corner and adjacent buildings would increase ridership. The traffic impacts may be challenging and we will be prepared for those; however, a year or three of traffic inconveniences is a small sacrifice for being able to keep our building, particularly since we just went through a major upgrade to Delridge Way and have dealt with the more than two year closure of the West Seattle Bridge. The 4000 Delridge Way building is home to our family business and has provided hundreds of folks jobs over the years, forcing us to sell this property would be devastating as this building was designed and built to be a long-term investment. It is designed and built to last even in a changing climate. We urge you to please consider selecting DEL-5 and DEL-6 for the West Seattle Sound Transit route. Thank you.

Sound Transit Projects

Details	Communication
#503320 From: Stephen Elliott Date Recieved: 4/28/2022 Created by: Audience: Reach: Participation: Engagement: Source: Online open house Assigned division: Outreach Category: Project Phase: Planning Project Segment: Environmental phase: Draft EIS	Greetings: We implore you to please consider selecting DEL-5 and DEL-6 for the West Seattle Sound Transit route. Below are my concerns regarding the WSBLE Draft Environmental Impact Statement. In reviewing the Draft EIS Executive Summary Delridge Segment (ES.3.1.1.3, page ES-13 – ES-18), it appears that the proposed options DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, DEL-4 all impact the corner of Delridge and Andover. Not only would they force our office building to close they would essentially demolish the surrounding neighborhood. When we built our building at 4000 Delridge Way the city encouraged us to make it as nice as possible and required us to add the parking structure so as to improve the visual appearance of the Delridge/Andover corner. We have been good neighbors and helped to keep that part of the Delridge corridor a thriving business district. There are very few commercial buildings that would fit our needs and it would be devastating for our business and employee morale to have to leave West Seattle. It appears to us that DEL-5 or DEL-6 are superior options generally, due to less neighborhood impact. Specifically, these options would allow us to remain on our corner and prevent any disruption to our thriving business. Options DEL-5 and DEL-6 would disrupt the fewest amount of residential and a similar number of commercial properties – both of which are limited in West Seattle. Our business would face great hardship if we had to leave West Seattle. Most Favored Options: 1. DEL-5 and DEL-6 seem to be a more logical route for Sound Transit as per the table on Executive Summary ES-18 – the noise and visual impact would appear to be significantly less if DEL-6 was chosen above all other options. 2. DEL-5 only impacts 2 historical buildings and DEL-6 impacts 0; 2. DEL-5 and DEL-6 have zero impacts on park and recreational resources, whereas the first four options impact a park and golf course. 3. DEL-6 option is cheaper than the others making it a great choice since construction costs are rising at a dramatic rate. We disagree with the predicted ridership rates as maintaining the business district near the Delridge/Andover corner and adjacent buildings would increase ridership. The traffic impacts may be challenging and we will be prepared for those; however, a year or three of traffic inconveniences is a small sacrifice for being able to keep our building, particularly since we just went through a major upgrade to Delridge Way and have dealt with the more than two year closure of the West Seattle Bridge. The 4000 Delridge Way building is home the business that supports my family and all my peer's and business neighbor's families. busines, and has provided hundreds of folks jobs over the years. Forcing us to sell this property would be devastating as this building was designed and built to be a long-term investment with the highest quality of materials, including locally source wood siding and interior beams, as well as copper cladding. It is designed and built to last even in a changing climate. We have no intention of selling this property and would like to maintain it for generations to come. We implore you to please consider selecting DEL-5 and DEL-6 for the West Seattle Sound Transit route. Thank you.



April 25, 2022

WSBLE Draft Environmental Impact Statement Comments

c/o Lauren Swift

Sound Transit

401 S. Jackson St.

Seattle, WA 98104

Email: WSBLEDEIScomments@soundtransit.org

Re: Comments on WSBLE Draft EIS

Dear Ms. Swift:

We are writing on behalf of Development Services of America, Inc., which is the owner of the property located at 4025 Delridge Way (TPN 7881500200) (the "Property") to provide comments on the Draft EIS for the WSBLE project. The Property is presently developed with a large office building and associated surface parking lots.

The very preliminary plans for various WSBLE alternative alignments appear to pass next to the building on the Property. We are concerned that the proximity of this construction work will result in adverse impacts to the Property.

Because the WSLBE plans are at such a preliminary stage, it is not possible for the Draft EIS to outline the likely impacts of the proposal in several areas that will affect the Property: traffic, congestion, noise, vibration, dust and odor and the like. It appears that major structural support columns for the elevated rail structure will nearly abut the building on the Property in one alternative, which raises serious concerns about impacts on the tenant experience in the building.

The Draft EIS must do a better job of characterizing these impacts and outlining realistic mitigation plans to avoid or eliminate these impacts.

Similarly, the proposed extended closures of nearby streets will impose extraordinary hardships on the Property. The Draft EIS should evaluate the impact of street closures, rather than just listing them, and explore alternatives to and mitigation for such closures.

Our specific comments are as follows:

- Construction delays from the WSBLE project could potentially parallel the impacts from the West Seattle bridge outage. Since the bridge closure, our marketing of vacant spaces in the building has been non-existent. We currently have a majority of tenants looking for avenues to relocate onto the main Seattle corridor to avoid traveling to our property due to a lack of viable and reliable vehicular/transit options. The WSBLE project will definitely be similar in its impact and this should be reviewed in the Draft EIS, together with mitigation proposals.
- Not discussed in the Draft EIS is the fact that the water table in that area of our building was extremely high during original construction. So much so, that we deleted the entire

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East end of the basement parking garage due to the water table being higher than our finish slab depth. Adjacent construction by Sound Transit in the water table will require substantial dewatering and the groundwater levels are likely to magnify construction vibration effects. The Draft EIS should review these impacts and propose mitigation.

- Additionally, our understanding is that the geotechnical character of the area around the Property includes substantial fill areas. Construction by Sound Transit in these fill areas may amplify vibration and structural support issues for our building. The Draft EIS should review these potential impacts and propose mitigation as may be necessary.
- While light rail will be a positive for business users, the foot traffic to/from the elevated station will increase the need for rider parking. The area is drastically short of available parking for riders/users. We are concerned that surface parking and related enforcement on our parking lots will put an unnecessary strain on our resources. The Draft EIS should review these secondary parking impacts on the Property and the neighborhood.
- The overall effect of WSBLE on Delridge may be to turn it into a local commuter parking area for the new station. But the neighborhood has little in the way of pedestrian infrastructure and activating uses – therefore a lack of “eyes on the street.” This could exacerbate local issues of crime and security. The Draft EIS should carefully evaluate the likely impacts of the WSBLE project on these issues in Delridge.

Finally, you should be aware that the Property is benefited by a view easement over other nearby parcels. 8902150561, and 8902150562 are the recorded view easements referenced. Attached are recorded copies of each along with a visual mapping of the easement area described. This easement was specifically negotiated as part of the original acquisition of the building and is critical to its value. Some of the elevated rail alternatives will violate this view easement and the Draft EIS should evaluate these impacts as well.

In general, we support the Sound Transit project, but we are concerned that the Draft EIS does not describe the potential impacts or required mitigations of the WSBLE project on the Property and the Delridge neighborhood.

We therefore suggest that Sound Transit prepare a supplement to the Draft EIS that fully describes the WSBLE project and evaluates all impacts associated with the proposal.

We appreciate the opportunity to provide these comments.

Sincerely,



Richard H Wilson

President/CEO

Development Services of America, Inc.

PO Box 25139

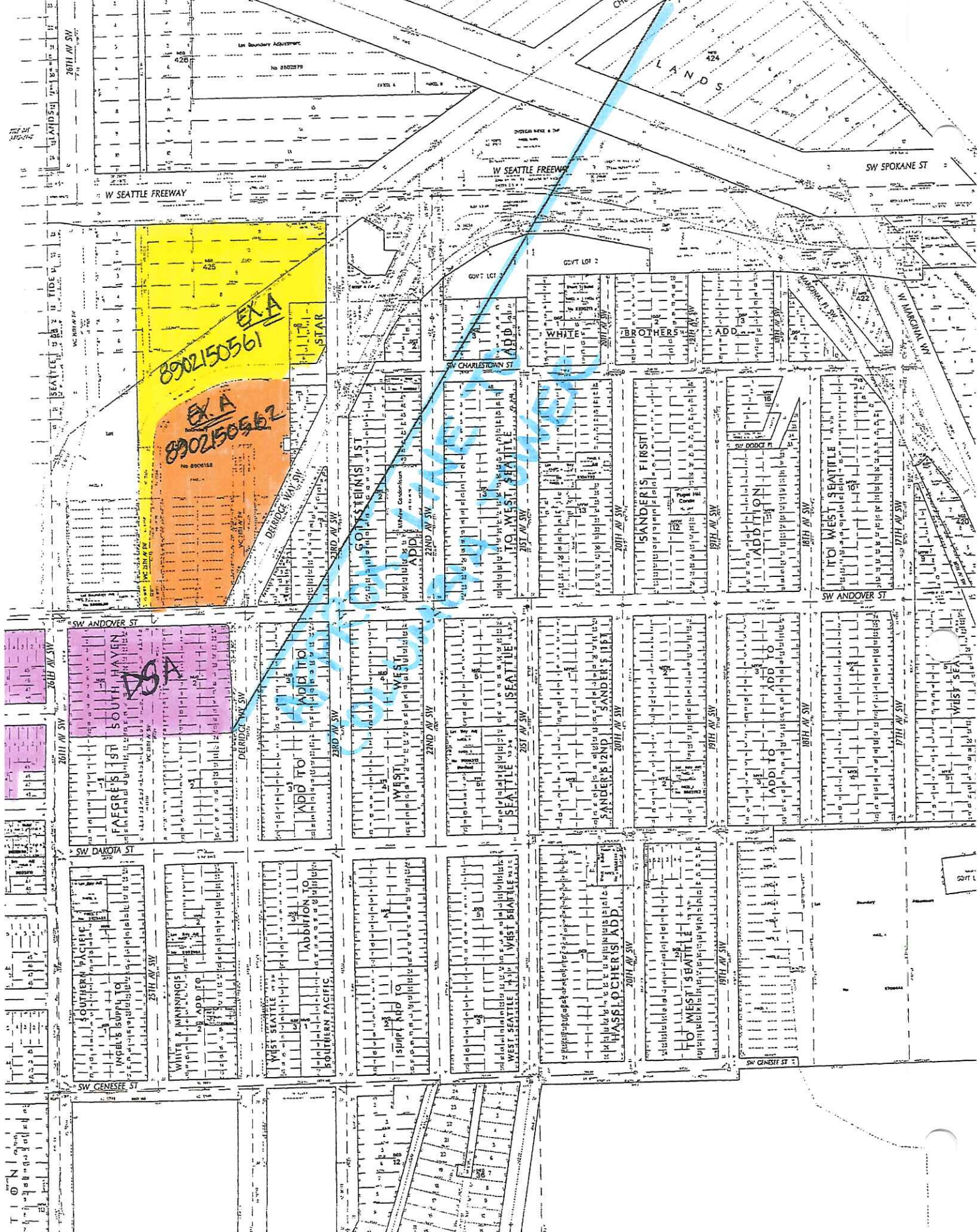
Scottsdale, AZ 85255

Owners of West Seattle Corporate Center

4025 Delridge Way SW

Seattle, WA 98106

Att. _____



RECEIVED THIS DAY

FEB 15 11 31 AM '89

BY THE DIVISION OF
RECORDS & ELECTIONS
KING COUNTY

When recorded return to:

Dieter Struzyna, Esq.
3415 11th Ave. S.W.
Seattle, WA 98134

FILED FOR RECORD AT REQUEST OF

TRANSCAMERICA TITLE
INSURANCE COMPANY

370 10th Ave. N.E.

P.O. BOX 1493 89/02/15

Bellevue, WA. 98009

RECD F

CASHSL

10.00

***10.00

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#0560.00

SPACE ABOVE THIS LINE
FOR RECORDER'S USE

VIEW EASEMENT

THIS EASEMENT (the "View Easement") is granted this 15th day of February, 1989, by SEATTLE STEEL, INC., a Washington corporation ("Grantor"), to TRADEWELL GROUP, INC., a Washington corporation, d/b/a Development Services of America ("Purchaser"), as successor in interest by merger to D&K Services, Inc.

RECITALS

A. Grantor owns the real property located in King County, Washington legally described on Exhibit "A" attached hereto (the "Grantor's Parcel" or the "View Easement Parcel"), and Purchaser owns the real property legally described on Exhibit "B" attached hereto (the "Benefitted Parcel").

B. Grantor wishes to grant to Purchaser and its successors in interest to the Benefitted Parcel and Purchaser wishes to receive an easement over and across Grantor's Parcel for the purposes of preserving a view.

FOR VALUABLE CONSIDERATION, the receipt and sufficiency of which are hereby acknowledged, Grantor and Grantee agree as follows:

1. Grant of Easement. Grantor hereby grants to Purchaser for so long as Purchaser is "owned or controlled" (50% or more) by a parent company which is owned or controlled by Mr. Tom Stewart of Vashon Island, Washington ("Mr. Stewart"), or any other entity which is owned or controlled by Mr. Stewart into which Purchaser transfers the Benefitted Parcel by transfer, consolidation, merger or reorganization (being hereinafter collectively referred to as "Grantee"), a nonexclusive, per-

By [Signature] Date 89/02/15

8902150561

856923/654522-000

petual view easement appurtenant to and for the benefit of the Benefitted Parcel as follows:

For so long as any Grantee is the owner of the Benefitted Parcel, Grantor and its successors and assigns shall not, and are hereby barred from building or constructing or having built or constructed on the View Easement Parcel any improvement or structure (an "Improvement") which (i) has any portion of its structure greater than 20 feet in width perpendicular to a line running from the easterly most point of the Benefitted Parcel to the easterly most point of the Columbia Center Building, Seattle and (ii) extends more than 57 feet above the City of Seattle datum. Nothing in this View Easement shall be deemed to prohibit the erection of any temporary structures atop an Improvement for use in connection with repair of the Improvement, or to prohibit the use of cranes, towers or other such construction equipment which may be temporarily mounted atop an Improvement to perform repairs or other construction work.

2. Termination. This View Easement, including but not limited to the restrictions set forth in paragraph 1 above, shall automatically terminate and become null and void in the event the Benefitted Parcel is no longer owned by a Grantee. Nothing in this View Easement shall be construed to state that this View Easement, including but not limited to the restrictions set forth in paragraph 1 above, will terminate or be affected in any way by a transfer or other assignment of rights in the Benefitted Parcel among Grantees.

3. Subordination of Interests. All Grantees' rights under this View Easement are subordinate to any mortgage or deed of trust now or hereafter encumbering the view easement parcel and held by a party unrelated to Grantor. Grantee shall, within 25 days after receipt of a written request from Grantor or any successor in interest to Grantor's interest in the Grantor's Parcel or other party with an ownership interest in the Grantor's Parcel (the "Owner"), execute and deliver to Owner a document or documents in form and content acceptable to Owner and/or any mortgagee, lienholder or encumbranceholder unrelated to Owner ("Mortgagee"), containing language sufficient and necessary to confirm the subordination of Grantee's rights under this View Easement to any lien or encumbrance on the View Easement Parcel and/or any Improvement thereon in favor of a Mortgagee. The documents referred to in this paragraph 3 may, at Owner's request, include mortgage documents provided that any such mortgage document explicitly states that Grantee execute it solely for the purpose of subordinating

8902150561

their interests derived pursuant to this View Easement, without assuming any liability whatsoever for the payment of the obligation secured thereby. Any such Mortgagee, upon foreclosure or transfer in lieu of foreclosure to the Grantor's Parcel shall be considered to have terminated all of the rights of Grantee under this View Easement.

4. Third-Party Rights. Grantor reserves all other rights with respect to the View Easement Parcel, including without limitation, the right to grant easements, licenses and permits to other subject to the rights granted in this View Easement.

5. Title. The rights granted in this View Easement are subject to all restrictions and reservations of record.

6. Running of Benefits and Burdens. None of the provisions in this View Easement, including the benefits and burdens, run with the land and are binding upon or shall inure to the benefit of any entity other than the Grantee. The burdens of this View Easement shall run to and be binding on the successors in interest of Grantor.

7. Notices. All notices required or permitted hereunder shall be in writing and shall be effective upon personal delivery to Grantor or Grantee or three (3) days after being deposited in the United States mail, registered or certified, return receipt requested, with postage fully prepaid and addressed to the respective parties as follows:

TO GRANTOR: Seattle Steel, Inc.
P. O. Box C-3826
Seattle, WA 98124

TO PURCHASER: Tradewell Group, Inc.
3415 - 11th Avenue S.W.
Seattle, WA 98134

Such addresses may be changed by written notice to the other party hereto.

8. Construction. This document shall be construed according to the laws of the State of Washington.

GRANTOR:

SEATTLE STEEL, INC., a Washington corporation

By Herman June
Its ASSIST SECRETARY

GRANTEE:

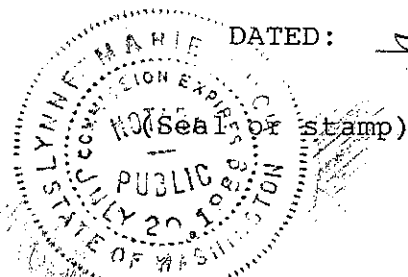
TRADEWELL GROUP, INC., a
Washington corporation, d/b/a
Development Services of America

By [Signature]
Its CEO

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

I certify that I know or have satisfactory evidence that Norman Lunn signed this instrument, on oath stated that he was authorized to execute the instrument and acknowledged it as the Asst. Secretary of Seattle Steel, Inc. to be the free and voluntary act of said corporation for the uses and purposes mentioned in the instrument.

DATED: February 14, 1989.

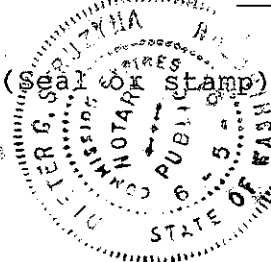


Lynne Marie Lusk
Notary Public in and for the State of
Washington, residing at Bellvue
My appointment expires July 20, 1989

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

I certify that I know or have satisfactory evidence that Thomas J. Stewart signed this instrument, on oath stated that he was authorized to execute the instrument and acknowledged it as the CEO of TRADEWELL GROUP, INC. to be the free and voluntary act of said corporation for the uses and purposes mentioned in the instrument.

DATED: February 14, 1989.



Tuter N. Arayzma
Notary Public in and for the State of
Washington, residing at Clyde Hill
My appointment expires 6/5/91

8902150561

Those portions of Blocks 2 and 3 Faegre's Second Addition to West Seattle, according to the plat recorded in Volume 3 of Plats, page 51, records of King County, Washington, AND of Block 1 Star Addition to West Seattle, according to the plat recorded in Volume 3 of Plats, page 77, records of said County, AND of Block 425 Seattle Tide Lands, in said County, AND of vacated 24th and 25th Avenues S.W., AND of Government Lot 3, all in the northeast quarter of Section 13, Township 24 North, Range 3 East, W.M. in said county, described as follows:

8902150561
Beginning at the intersection of the northerly right-of-way margin of S.W. Andover Street with the northwesterly right-of-way margin of Delridge Way S.W. as condemned and acquired by the City of Seattle in Superior Court Cause No. 142193 pursuant to City of Seattle Ordinance No. 39638 as amended by City of Seattle Ordinance No. 41575; thence westerly, along said northerly margin of S.W. Andover Street, to an intersection with the westerly margin of said vacated 25th Avenue S.W.; thence northerly, along said westerly margin and its northerly production, to the southerly margin of S.W. Spokane Street as condemned and acquired by the City of Seattle in King County Superior Court Cause No. 582046, pursuant to City of Seattle Ordinance No. 90850; thence easterly and southeasterly, along said southerly margin and the southerly and southwesterly line of that certain tract of land deeded to the City of Seattle by deed filed under King County recording No. 8110260596, to an intersection with the westerly right-of-way margin of 23rd Avenue S.W. as condemned and acquired under Superior Court Cause No. 70716 pursuant to City of Seattle Ordinance No. 21767; thence southerly, along said westerly margin, to an intersection with the northwesterly right-of-way margin of aforesaid Delridge Way S.W.; thence southwesterly, along said margin, to an intersection with the south line of Lot 6, Block 1, said Star Addition; thence westerly, along said south line, to the southwest corner of said Lot 6; thence southerly, along the northerly production and the west line of Block 1, Gottstein's First Addition to West Seattle, according to the plat recorded in Volume 3 of Plats, page 68, records of said County, to an intersection with the northwesterly margin of aforesaid Delridge Way S.W.; thence southwesterly, along said northwesterly margin and along the northwesterly line of that certain tract conveyed to the City of Seattle for street purposes by deed contained in City of Seattle Lot Boundary Adjustment under Master Use Application No. 8606156 as filed under King County Recording No. 8706020779 to the Point of Beginning of the herein described tract;

EXCEPT that portion of said Government Lot 3, described as follows;

Beginning at a point on the northerly production of the west line of Block 3 of said Faegre's Second Addition which is 140 feet north of the northwest corner of said Block 3; thence east, along a line parallel with the north line of said Block 3, a distance of 81.64 feet, to the TRUE POINT OF BEGINNING; thence North 15.20 feet; thence East 18.36 feet to the west line of said Gottstein's First Addition to West Seattle; thence South, along said west line, 35.00 feet; thence West 18.36 feet; thence North 19.80 feet to the TRUE POINT OF BEGINNING;

ALSO, EXCEPTING THEREFROM, Parcel "A" as shown on aforesaid City of Seattle Lot Boundary Adjustment.

EXHIBIT B

DESCRIPTION:

PARCEL A:

ALL OF BLOCKS 1 AND 2 IN SOUTH HAVEN ADDITION TO WEST SEATTLE, AS PER PLAT RECORDED IN VOLUME 3 OF PLATS, PAGE 17, RECORDS OF KING COUNTY;

TOGETHER WITH THAT PORTION OF 25TH AVENUE SOUTHWEST LYING BETWEEN SAID BLOCKS 1 AND 2 AS VACATED BY CITY OF SEATTLE ORDINANCE NO. 88238 WHICH, UPON VACATION, ATTACHED TO SAID PROPERTY BY OPERATION OF LAW;

EXCEPT THE EAST 10 FEET OF SAID BLOCK 2 AS CONDEMNED FOR 24TH AVENUE SOUTHWEST (ALSO KNOWN AS DELRIDGE WAY SOUTHWEST) IN KING COUNTY SUPERIOR COURT CAUSE NO. 142193 AS PROVIDED BY CITY OF SEATTLE ORDINANCE NO. 39638 AND AMENDED BY CITY OF SEATTLE ORDINANCE NO. 41575;

SITUATE IN THE CITY OF SEATTLE, COUNTY OF KING, STATE OF WASHINGTON.

PARCEL B:

THOSE PORTIONS OF WHITE AND MANNING'S ADDITION TO WEST SEATTLE, AS PER PLAT RECORDED IN VOLUME 3 OF PLATS, PAGE 8, RECORDS OF KING COUNTY, DESCRIBED AS FOLLOWS:

LOTS 1 THROUGH 6 AND LOTS 43 THROUGH 48 IN BLOCK 1, LOTS 1 THROUGH 8, LOTS 43 THROUGH 45 AND THE WEST 10 FEET OF LOTS 46 THROUGH 48, ALL IN BLOCK 4;

SITUATE IN THE CITY OF SEATTLE, COUNTY OF KING, STATE OF WASHINGTON.

8902150561

RECEIVED THIS DAY

FEB 15 11 31 AM '89
BY THE DIVISION OF
RECORDS & ELECTIONS
KING COUNTY

When recorded return to:

Dieter Struzyna, Esq.
3415 11th Ave. S.W.
Seattle, WA 98134FILED FOR RECORD AT REQUEST OF
TRANSCONTINENTAL
INSURANCE COMPANY
320 15th Ave. N.E.
P.O. BOX 1483 89/02/15
Bellevue, WA. 98009 RECD F
CASHSL#0562 A
11.00 11.00
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SPACE ABOVE THIS LINE
FOR RECORDER'S USE

VIEW EASEMENT

THIS EASEMENT (the "View Easement") is granted this 15th day of February, 1989, by SEATTLE COMMERCE CENTER - B, INC., a Washington corporation ("Grantor"), to TRADEWELL GROUP, INC., a Washington corporation, d/b/a Development Services of America ("Purchaser"), as successor in interest by merger to D&K Services, Inc.

RECITALS

A. Grantor owns the real property located in King County, Washington legally described on Exhibit "A" attached hereto (the "Grantor's Parcel" or the "View Easement Parcel"), and Purchaser owns the real property legally described on Exhibit "B" attached hereto (the "Benefitted Parcel").

B. Grantor wishes to grant to Purchaser and Purchaser wishes to receive, an easement over and across Grantor's Parcel for the purposes of preserving a view.

FOR VALUABLE CONSIDERATION, the receipt and sufficiency of which are hereby acknowledged, Grantor and Purchaser agree as follows:

1. Grant of Easement. Grantor hereby grants to Purchaser for so long as Purchaser is "owned or controlled" (50% or more) by a parent company which is owned or controlled by Mr. Tom Stewart of Vashon Island, Washington ("Mr. Stewart") or any other entity which is owned or controlled by Mr. Stewart into which Purchaser transfers the Benefitted Parcel by transfer, consolidation, merger or reorganization (being hereinafter collectively referred to as "Grantees"), a nonexclusive, perpetual view easement appurtenant to and for the benefit of the Benefitted Parcel as follows:

EXCISE TAX NOT REQUIRED


Deputy

856923/654522-CL0

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For so long as any Grantee is the owner of the Benefitted Parcel, Grantor and its successors and assigns shall not, and are hereby barred from building or constructing or having built or constructed on the View Easement Parcel any improvement or structure (an "Improvement") which (i) has any portion of its structure greater than 20 feet in width perpendicular to a line running from the easterly most point on the Benefitted Parcel to the easterly most point of Columbia Center Building in Seattle and (ii) extends more than 57 feet above the City of Seattle datum. Nothing in this View Easement shall be deemed to prohibit the erection of any temporary structures atop an Improvement for use in connection with repair of the Improvement, or to prohibit the use of cranes, towers or other such construction equipment which may be temporarily mounted atop an Improvement to perform repairs or other construction work.

2. Termination. This View Easement, including but not limited to the restrictions set forth in paragraph 1 of this View Easement, shall automatically terminate and become null and void in the event the Benefitted Parcel is no longer owned by a Grantee. Nothing in this View Easement shall be construed to state that this View Easement, including but not limited to the restrictions set forth in paragraph 1 of this View Easement, will terminate or be affected in any way by a transfer or other assignment of rights in the Benefitted Parcel among Grantees.

3. Subordination of Interests. All Grantees' rights under this View Easement are subordinate to any mortgage or deed of trust now or hereafter encumbering the view easement parcel and held by a party unrelated to Grantor. Grantee shall, within 25 days after receipt of a written request from Grantor, any successor in interest to Grantor's interest in the Grantor's Parcel or other party with an ownership interest in the Grantor's Parcel (the "Owner"), execute and deliver to Owner a document or documents in form and content acceptable to Owner and/or any mortgagee, lienholder or encumbranceholder unrelated to Owner ("Mortgagee"), containing language sufficient and necessary to confirm the subordination of Grantees' rights under this View Easement to any lien or encumbrance on the View Easement Parcel and/or any Improvement thereon in favor of a Mortgagee. The documents referred to in this paragraph 3 may, at Owner's request, include mortgage documents provided that any such mortgage document explicitly states that Grantee execute it solely for the purpose of subordinating their interests derived pursuant to this View Easement, without assuming any liability whatsoever for the payment of the obligation secured thereby. Any such Mortgagee, upon foreclosure or transfer in lieu of foreclosure to the Grantor's Parcel

shall be considered to have terminated all of the rights of Grantee under this View Easement.

4. Third-Party Rights. Grantor reserves all other rights with respect to the View Easement Parcel, including without limitation, the right to grant easements, licenses and permits to others subject to the rights granted in this View Easement.

5. Title. The rights granted in this View Easement are subject to all restrictions and reservations of record.

6. No Running of Benefits and Burdens. None of the provisions in this View Easement, including the benefits and burdens, run with the land and are binding upon or shall inure to the benefit of any entity other than the Grantee. The burdens of this View Easement shall run to and be binding on the successors and assigns of Grantor.

7. Notices. All notices required or permitted hereunder shall be in writing and shall be effective upon personal delivery to Grantor or Grantee or three (3) days after being deposited in the United States mail, registered or certified, return receipt requested, with postage fully prepaid and addressed to the respective parties as follows:

TO GRANTOR: Seattle Commerce Center - B, Inc.
Suite 2300 Skyline Tower
10900 N.E. 4th Street
Bellevue, WA 98004

TO PURCHASER: Tradewell Group, Inc.
3415 - 11th Avenue S.W.
Seattle, WA 98134

Such addresses may be changed by written notice to the other party hereto.

8. Construction. This document shall be construed according to the laws of the State of Washington.

GRANTOR:

SEATTLE COMMERCE CENTER - B,
INC., a Washington corporation

By Dirck W. Armitage
Its VP

8902150562

PURCHASER:

TRADEWELL GROUP, INC., a
Washington corporation, d/b/a
Development Services of America

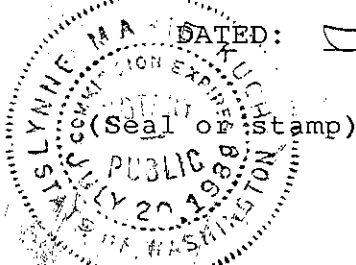
By

Its

CEO

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

I certify that I know or have satisfactory evidence that Dirck Armitage signed this instrument, on oath stated that he was authorized to execute the instrument and acknowledged it as the Vice President of SEATTLE COMMERCE CENTER - B, Inc. to be the free and voluntary act of said corporation for the uses and purposes mentioned in the instrument.



DATED:

February 14, 1989.

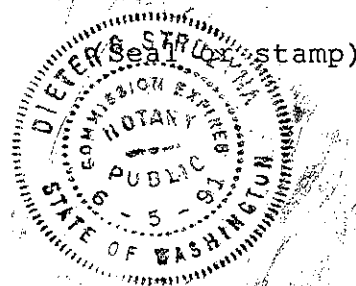
Lynne Marie Leub
Notary Public in and for the State of
Washington, residing at Bellvue
My appointment expires July 20, 1989

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

I certify that I know or have satisfactory evidence that Thomas J. Stewart signed this instrument, on oath stated that he was authorized to execute the instrument and acknowledged it as the CEO of TRADEWELL GROUP, INC. to be the free and voluntary act of said corporation for the uses and purposes mentioned in the instrument.

DATED:

February 14, 1989.



Dieter G. Franzema
Notary Public in and for the State of
Washington, residing at Clyde Hill
My appointment expires 6/5/91

EXHIBIT A

DESCRIPTION:

Parcel A, City of Seattle Lot Boundary Adjustment (LBA) under Master use Application No. 8606156 as recorded under Recording No. 8706020779, being more particularly described as follows:

Those portions of Government Lot 3, Section 13, Township 24 North, Range 3 East W.M., AND of Blocks 2 and 3 of Faegre's Second Addition to West Seattle as per plat recorded in Volume 3 of Plats, Page 51, records of King County; AND of 24th Avenue S.W., as vacated by City of Seattle Ordinance No. 86320; AND of 25th Avenue S.W., as vacated by City of Seattle Ordinance Nos. 60208 and 88177, described as follows:

Beginning at the intersection of the Northerly right-of-way margin of S.W. Andover Street with the Northwestern right-of-way margin of Delridge Way S.W. as condemned and acquired by the City of Seattle in Superior Court Cause No. 142193 pursuant to City of Seattle Ordinance No. 39638 as amended by City of Seattle Ordinance No. 41575;
thence North 28°20'35" East, along said Northwestern margin, 419.90 feet to an intersection with the Westerly line of Block 1 of Gottstein's First Addition to West Seattle, as per plat recorded in Volume 3 of Plats, Page 68, records of King County;
thence North 01°57'40" East, along said Westerly line, 47.08 feet to an intersection with a line parallel with and 120.2 feet Northerly, from the North line of Block 3, said plat of Faegre's Section Addition;
thence North 88°58'41" West, along said parallel line, 18.36 feet;
thence North 01°57'40" East, parallel with said West line of Block 1 in Gottstein's First Addition, 35.00 feet;
thence South 88°58'41" East, parallel with the North line of said Block 3 of Faegre's Second Addition, 18.36 feet to said West line of Block 1 of Gottstein's First Addition;
thence North 01°57'40" East, along said West line and its Northerly production, 164.74 feet to an intersection with a line parallel with and 10.00 feet Southerly, from the centerline of S.W. Charlestown Street;
thence North 88°58'41" West, along said parallel line, produced Westerly, 114.60 feet to a point of tangency with a 280 foot radius circular curve to the left;
thence Westerly, along said curve, an arc distance of 137.46 feet through a central angle of 28°07'39";
thence South 62°53'40" West 75.74 feet to a point of tangency with a 130 foot radius circular curve to the left;
thence Southwesterly, along said curve an arc distance of 132.09 feet through a central angle of 58°13'06";
thence South 04°40'34" West 257.17 feet to a point of tangency with a 580 foot radius circular curve to the left;

- continued -

8709301070

8902150562

DESCRIPTION (continued):

thence Southerly, along said curve, an arc distance of 41.18 feet through a central angle of $04^{\circ}04'03''$;
thence South $00^{\circ}36'31''$ West 146.90 feet, more or less, to an intersection with the Northerly right-of-way margin of said S.W. Andover Street;
thence South $88^{\circ}58'29''$ East, along said margin, 201.56 feet to the point of beginning

EXCEPT that portion conveyed to the City of Seattle for additional right-of-way along Delridge Way S.W., described as follows:

Beginning at the intersection of the Northerly right-of-way margin of said S.W. Andover Street with the Northwesternly right-of-way margin of said Delridge Way S.W.;
thence North $28^{\circ}20'35''$ East, along said Northwesternly margin, 70.00 feet to the true point of beginning;
thence North $23^{\circ}14'36''$ East 45.00 feet to an intersection with a line parallel with, and 4.00 feet Northwesternly from, the Northwesternly margin of said Delridge Way S.W.;
thence North $28^{\circ}20'35''$ East along said parallel line 50.00 feet;
thence North $30^{\circ}20'11''$ East 115.00 feet to an intersection with said Northwesternly margin;
thence South $28^{\circ}20'35''$ West, along said Northwesternly margin, 209.75 feet to the true point of beginning;

Situate in the City of Seattle, County of King, State of Washington.

8709301070 8902150562

EXHIBIT B

DESCRIPTION:

PARCEL A:

ALL OF BLOCKS 1 AND 2 IN SOUTH HAVEN ADDITION TO WEST SEATTLE, AS PER PLAT RECORDED IN VOLUME 3 OF PLATS, PAGE 17, RECORDS OF KING COUNTY;

TOGETHER WITH THAT PORTION OF 25TH AVENUE SOUTHWEST LYING BETWEEN SAID BLOCKS 1 AND 2 AS VACATED BY CITY OF SEATTLE ORDINANCE NO. 88238 WHICH, UPON VACATION, ATTACHED TO SAID PROPERTY BY OPERATION OF LAW;

EXCEPT THE EAST 10 FEET OF SAID BLOCK 2 AS CONDEMNED FOR 24TH AVENUE SOUTHWEST (ALSO KNOWN AS DELRIDGE WAY SOUTHWEST) IN KING COUNTY SUPERIOR COURT CAUSE NO. 142193 AS PROVIDED BY CITY OF SEATTLE ORDINANCE NO. 39638 AND AMENDED BY CITY OF SEATTLE ORDINANCE NO. 41575;

SITUATE IN THE CITY OF SEATTLE, COUNTY OF KING, STATE OF WASHINGTON.

PARCEL B:

THOSE PORTIONS OF WHITE AND MANNING'S ADDITION TO WEST SEATTLE, AS PER PLAT RECORDED IN VOLUME 3 OF PLATS, PAGE 8, RECORDS OF KING COUNTY, DESCRIBED AS FOLLOWS:

LOTS 1 THROUGH 6 AND LOTS 43 THROUGH 48 IN BLOCK 1, LOTS 1 THROUGH 8, LOTS 43 THROUGH 45 AND THE WEST 10 FEET OF LOTS 46 THROUGH 48, ALL IN BLOCK 4;

SITUATE IN THE CITY OF SEATTLE, COUNTY OF KING, STATE OF WASHINGTON.

8902150562

April 27, 2022

To: Sound Transit

From: Chuck LeFevre, Owner

Esquin Wine & Spirits and Esquin Wine Storage

Regarding: SODO Station Development - West Seattle Ballard Link Extension

To Whom It May Concern:

Esquin Wine & Spirits and Esquin Wine Storage are located at 2700 4th Avenue South, at the corner of 4th Avenue South and South Lander. Esquin has been in business in SODO for over 50 years and has over 20,000 customers. We were relocated to our present location in 1998 by the Public Facilities District when they were building the Seattle Mariners stadium. We lost hundreds of thousands of dollars relocating and rebuilding our business and almost didn't survive. That was before we had the wine storage business with its 550 storage lockers that are rented out to customers. Moving all those customers one at a time is unimaginable. It would be disruptive, incredibly labor intensive and very costly.

Esquin is an important part of Seattle's and SODO's history. Requiring us to move again would jeopardize both businesses.

I urge you to find a less disruptive alternative to taking the 2700 4th Avenue South building for your project.

Thank you for your consideration in this very important matter.

April 28, 2022

WSBLE Draft Environmental Impact Statement Comments
c/o Lauren Swift
Sound Transit
401 South Jackson Street
Seattle, Washington 98104

Sent via email to WSBLEDEIScomments@soundtransit.org

Re: WSBLE DEIS Comments on Avalon Station and Potential Cost-Cutting Measures

Dear Ms. Swift,

Thank you for the opportunity to comment on the Draft Environmental Impact Statement ("DEIS") for Sound Transit's voter-approved West Seattle Ballard Link Extension ("WSBLE").

HB Management ("HB") is a business and investment management entity of the Hewson and Breiner family offices. It manages over \$3 billion of multifamily real estate and has a track record of developing large scale apartment projects, including high rise apartments in downtown Seattle and midrise apartments across Seattle's neighborhoods. HB is a key developer of transit-oriented residential apartments and has delivered nearly 500 homes adjacent to light rail in Roosevelt (approximately 100 of which have an income restriction through MFTE) with another 530+ permitted and ready for construction over a total of seven major projects. All of these units are within a quarter mile of the light rail stop, with hundreds just across the street. We are strong believers in creating housing opportunities, including affordable housing, near transit.

One of HB's latest ventures is a partnership with the Sweeney Family to develop two blocks of the Alki Lumber property in West Seattle. Specific concerns about WSBLE's impacts on that project are separately addressed in a comment letter submitted by Lynn Sweeney, and are incorporated herein by this reference. As detailed in that Letter, we have significant concerns with the potential impacts of Alternative WSJ-1 on the project, which could include access interruptions and demolition of recently constructed housing for construction laydown. Sound Transit must take a closer look at those potential impacts in the Final Environmental Impact Statement ("FEIS") and consider construction alternatives that would not displace housing.

Beyond the concerns expressed in that Letter, HB is writing separately to emphasize the importance of the Avalon Station to WSBLE's success. The DEIS Transportation Technical Report ("Report") notes that the Avalon Station can expect only 1,200 average daily riders under all alternatives in 2042, but we believe this number significantly understates likely ridership given the several thousand additional apartment units that are being conceived within the quarter mile radius in anticipation of that Station. See Report at 3-16. The West Seattle "Triangle" neighborhood, which the Avalon Station abuts, will experience significant growth over the next decade plus. Looking at current zoning versus existing uses shows a significant mismatch and potential for redevelopment. Aside from the 500+ unit Alki Lumber project, we have property

interests and partnership plans for development of at least four additional sites, representing approximately 600 additional units within a quarter mile of the Avalon Station or closer. None of these potential units are reflected in the pipeline project list disclosed in DEIS Appendix K. There are also other sites poised for redevelopment, but only a fraction of the potential units would be likely if the Station is removed. These reasonably foreseeable pipeline development projects and potential housing impacts should be fully considered in the FEIS and the next steps in the Sound Transit Board's review.

Removal of the Avalon Station from the final alignment has been identified as a potential cost-cutting measure, but we do not think this is the right path. It is vital that Sound Transit consider the likelihood of a denser Triangle neighborhood as it evaluates the final WSBLE alignments and any cost-cutting measures. It is also essential that Sound Transit consider the impacts on removing the Avalon Station on the lower income and predominantly BIPOC communities further up 35th Avenue such as in High Point. These communities are counting on easy access to light rail via a direct route on 35th from the Avalon Station, and they will be disproportionately impacted by a deletion of their most convenient future station. Sound Transit must make any future cost-cutting decisions through an equity lens and justify why its decisions will not have a disproportionate impact on lower income and BIPOC communities.

Sound Transit should especially plan for the Triangle neighborhood of the future. However, at the very least, if Sound Transit does advance potential removal of the Avalon Station as an alternative, then it must fully consider the impacts of this compared to its retention on all elements of the environment. Additionally, if the Avalon Station is removed, then Sound Transit should reconsider the West Seattle Junction Station locations and propose a new tunnel alternative with a station location north of the existing plans either near the Trader Joe's or the Les Schwab Tire Center that would better serve Triangle, Junction, and Upper 35th Avenue residents. These additional alternatives should be studied in a supplement to the DEIS that is published for an additional public comment period prior to moving on to the FEIS and Sound Transit Board action on the alignment.

We are strong supporters of transit, and have a track record of working with Sound Transit to make true transit-oriented-development a reality. We implore you to fully consider the neighborhood ramifications of removing the Avalon Station from WSBLE and, if the Station must be cut, to consider alternatives that would adequately serve future riders from the Triangle and Upper 35th neighborhoods. Thank you for your diligent efforts on behalf of our region to strengthen our transportation system and make WSBLE a reality.

Sincerely,

Ed Hewson, HB Management

Sound Transit Projects

Details	Communication
#500837 From: Herald Ugles Date Recieved: 4/20/2022 Created by: Audience: Reach: Participation: Engagement: Source: Online open house Assigned division: Outreach Category: Project Phase: Planning Project Segment: Environmental phase: Draft EIS	ILWU Local 19 supports the Sound Transit Board's preferred "South Crossing Alternative ". The impacts to jobs and port operations from the "North Crossing Alternative " are severe and we strongly oppose it. Thank You, Herald Ugles President ILWU Local 19



Sound Transit
c/o Lauren Swift
401 South Jackson Street
Seattle, Washington 98104

WSBLE Draft Environmental Impact Statement Comments

April 26, 2022

This is in response to the Draft EIS for the West Seattle and Ballard Link Extensions. My comments are specific to the Duwamish section of this project, specifically how they impact the Jim Clark Marina.

Looking at the information in the Draft EIS I find that there is very little information on impacts to the Jim Clark Marina for alternative DUW1a or DUW1b. Alternative DUW1b indicates that the marina would be displaced but provides no detail of how. Information on construction impacts for either alternative is not included. My specific comments are as follows:

Alternative DUW1a

Construction Impacts

- It appears that construction of the Duwamish span may limit access to our marina. This is not mentioned at all.
- It appears the construction of the Duwamish span may require relocation of utilities including power, water and phone lines. This would disrupt the marina but there is no information on this in the Draft EIS.
- It appears that construction of the Duwamish span will certainly limit parking and again there is no discussion of this impact.

Possible Permanent impacts

- Jim Clark Marina leases property located on Terminal 102 from the Port of Seattle for access to our docks. The drawings seem to show right of way that is part of Terminal 102. There is no mention of buying property from the Port or if you do, what would happen to our lease. We prefer to continue our lease from the Port rather than having to split the lease between the Port and Sound Transit.

Mitigation was not mentioned with any of the impacts for DUW1a. We request that the following be included in the Final EIS:

- With the buildings be demolished east of us in Terminal 102 it would be simple to provide parking and safe access to the marina during construction. This mitigation needs to be included in the Final EIS.

- Mitigation of utilities that are to be moved that are used by Jim Clark Marina need to be specified in the Final EIS.
- Information on property takes in Terminal 102 needs to be specific in the Final EIS.

Alternative DUW1b

- Section 4.2.3 Economics notes that this option would displace Jim Clark Marina. There are no specifics of what the taking is. It appears in the drawings that the impact is the location of the pier in the river that would displace several boathouses. This needs to be explained since there may be mitigation available.
- Loss of moorage needs to be discussed since there are no available alternative moorages for most of the boats at Jim Clark Marina anywhere in the area. If Jim Clark Marina was to be closed the only reasonable mitigation would be to move it to other Port properties. This needs to be addressed in the Final EIS.

Sincerely,



Robert A. Josephson

President Duwamish Waterway Association



1618 260th Street East
Spanaway, Washington 98387
Tel: 206-949-5582

April 27, 2022

Sent via email to WSBLEDEIScomments@soundtransit.org and USPS

WSBLE Draft Environmental Impact Statement Comments
c/o Lauren Swift
Sound Transit
401 South Jackson Street
Seattle, Washington 98104

RE: WSBLE Draft Environmental Impact Statement Comments

Dear Ms. Swift:

These comments focus on the need for thoughtful station planning and people friendly density around the stations.

Sound Transit must seek well designed stations that embrace this density and activity, with safety features and easily understood access.

Clearly light rail can be a catalyst, a high-capacity transportation system, that promotes personal and community activities and business endeavors while improving the environment.

Each station location along the line must embrace a form of transit-oriented development (TOD) - to the highest extent possible to insure these outcomes. A station can't just be a transit stop. TOD has an edge that over time will help the system attract more riders by allowing people to work and live in close proximity employment, services and opportunity.

Station success:

To achieve this shared vision the DEIS needs to:

Encourage the City of Seattle and other cities to establish and confirm land uses and zoning that enables and promotes high-density mixed-use around all stations in the proposed system - embracing jobs, business, support services of the future. Together with access to market-rate and affordable housing for that work force.

Commit to and work with these cities, business interests and stakeholders to ensure such high-density transit-oriented development supports equitable job creation.

Make it clear to Seattle and other cities that success of light rail and stations along the line depend on such support. Understanding future business uses and space demand will not be those of the past but a combination of technology (including light industrial), med tech, R&D, office, education, support retail and housing.

Partnering:

In addition, the DEIS must promote and commit to facilitating partnering with property owners and stakeholders, the cities and other transit providers at station locations to enable and increase design outcomes.

Infrastructure improvements:

Sound Transit must be conditioned to identify, quantify and commit to meaningful:

Investment in road and access improvements that interact with the stations, business and neighborhoods impacted by Sound Transit's work.

Installation of safety features within the walk shed of the stations.

- Sidewalks
- Lighting
- Pedestrian crossings
- Road improvements
- Bicycle Paths

Moving and siting the combined SODO light rail Station South as depicted in the At-Grade South Station Option (SODO 1b) with direct connection to South Lander is an example of such a community and access improvement.

Community engagement:

During construction, Sound Transit must commit to establishing an office in each community where impacted parties can gain access to support and leadership to respond to the needs of business and community during the expected years of disruption.

Mitigating Traffic and Improving Use:

Need for further evaluation and development of case studies showing the positive impacts/outcomes of density, increased activity and resulting mitigated traffic around light rail stations:

Produce supportive arguments using available experiential data from other urban markets. Assume this work will find increase in density and transit-oriented development (TOD) can and does improve safety and reduces single occupant vehicle impacts and usage. Will confirm robust use of the light rail and its connection to other transit, walking, and nonmotorized usage by the people working, living and energizing the space, will mitigate density impacts, which also can help with housing-to-job imbalance identified in the DEIS. And settle the fact the most well-designed stations, in the middle of nowhere serving a sparse employment base lacking density encouragement, will struggle for riders and success – with no hope to truly improving safety, reducing traffic nor adequately serving the community at large.

The studies will surely show supporting prioritization of pedestrian access, transit operations, and bike routes also mitigate density.

All stations must be evaluated. There are others but the existing SODO station (the most underutilized station in the system) represents an example of avoiding density and neighborhood planning - that needs attention.

Thank you for considering my thoughts.

Sincerely,



Mark A Weed

Sound Transit Projects

Details	Communication
#500099 Date Recieved: 3/30/2022 Created by: Nasra Mohamed Audience: General Public Reach: Participation: Engagement: 1 Source: Open house/public meeting Assigned division: Outreach Category: Project Phase: Planning Project Segment: Environmental phase: Draft EIS	Hi there. Thank you, everybody. My name's Alexis Chartouni. I represent Legacy Partners and USAA Real Estate Group. We have recently completed a project at Fauntleroy and Alaska called Maris Apartments. It consists of 244 units of market-rate housing and approximately 64 affordable, income-restricted housing. Currently, the preferred alternative for the Alaska Junction station requires Sound Transit to condemn and demolish all 306 residential units as well as possibly impacting our neighbor to the south, The Huxley, which has approximately 150 units. I think that this preferred alternative has the most impact to residential housing in the West Seattle neighborhood, an area that's already chronically short of housing. This is the wrong approach. The location should be at the Alaska Junction. Further, the ST3 that was approved by voters identified the junction as the location for this station. If you go through Appendix M of the draft EIS, you'll also see that Fauntleroy was actually ruled out as a location of the station, so I'm not quite sure why it was promoted as the preferred option when it appears to have been not selected as the route that should be taken. So, again, the EIS is flawed, and the impact to housing is too severe for the Fauntleroy location. Thank you. I'm done.



NUCOR STEEL SEATTLE, INC.

2424 SW Andover Street

Seattle, WA 98106-1100

206.933.2222

April 13, 2022

WSBLE Draft Environmental Impact Statement Comments
Sound Transit c/o Lauren Swift
401 South Jackson Street
Seattle, Washington 98104

Via Email: WSBLEDEIScomments@soundtransit.org

Ms. Swift:

Nucor Steel Seattle appreciates the opportunity to comment on the draft environmental impact statement for the proposed West Seattle and Ballard Link Extensions Project. This letter addresses our two major concerns with the project's Delridge Segment; station location and construction related impacts on mill operations.

Nucor has been an important part of the West Seattle community since 1905. Nucor Seattle is one of the most efficient steel mills in the country providing construction projects throughout the Pacific Northwest with responsibly produced steel products. The mill provides more than three hundred direct living wage jobs and supports more than a thousand industrial, maritime and transportation jobs in the Puget Sound region. Nucor is also Washington State's largest recycler.

Nucor supports Sound Transit and the development of the West Seattle and Ballard Link Extension Project. We have followed the project closely over the years and submitted detailed EIS scoping comments in 2019. Nucor staff also participated on the Stakeholders Advisory Group that vetted four of the Delridge Segment Station Alternatives. Two of the options, DEL-5, and DEL-6, were added by the Sound Transit Board after the SAG work was completed. We do not take a position on all of the options included in the DEIS but instead focus our comments on those options that have a direct and negative impact on our business.

Station Placement:

The DEIS presents six alternatives and two design options in the Delridge Segment. Four of the options follow Delridge Way Southwest and Southwest Genesee Street and two are on the north side of Southwest Genesee Street. The two alternatives, DEL-5 and DEL-6 that are further north near SW Andover Street would be the most disruptive to mill operations and cause considerable harm to our business.

Both DEL-5 and DEL-6 propose an elevated station slightly north of SW Andover Street and west of Delridge Way SW in the commercial business park directly east of Nucor. From there the line turns due west and runs directly over the heavily used truck entrance to the mill and continues up SW Andover Street where it crosses mill property, requiring using a portion of our property to accommodate guide columns.



NUCOR STEEL SEATTLE, INC.

2424 SW Andover Street
Seattle, WA 98106-1100
206.933.2222

In addition to the impacts on the mill entrance and property, these two options would also generate a significant increase in transit, pedestrian, and bike traffic at the intersection of Delridge Way and SW Andover which is critical to truck and freight movement. Freight movement at that intersection is already challenging and the addition of even more transit, bicycle and pedestrian traffic would not only further constrain our ability to move freight but also potentially create safety risks.

Because both of these station options eliminate the existing truck entrance, construction of a new entrance to the mill would be required. However, given the configuration of the mill property, together with the impacts to the Delridge Way/Andover intersection and the light rail line running along Delridge Way, a dedicated freight corridor from the mill onto the West Seattle Bridge or West Marginal Way for the more than one hundred trucks a day that move in and out of the mill would be required.

Construction Related Impacts:

Our other major concern is with construction related impacts. The DEIS reports that all of the Delridge Station locations will have impacts to Delridge Way during construction. Partial closures ranging from 9 months to 3 years, with full closure on nights and weekends, are expected.

The DEIS does not provide a great deal of detail regarding which portions of Delridge will be closed or the expected closure times but given the various proposed station locations it is clear that any closures could have a significant impact on the mill given our 24/7 365 days a year operation. Also, because the mill operates on weekends to capture lower Seattle City Light power rates available at that time shutting down on weekends would have a significant fiscal impact on the company. Not only would full closures on nights and weekends during construction not be feasible, but our ability to continue operations during the construction period, without interruption, is essential if we are to remain competitive in a very challenging global marketplace and an important part of the Seattle economy. At a minimum, a dedicated truck and freight route would be required.

Thank you for considering our concerns as you prepare the final EIS.

Sincerely,

Matthew J. Lyons
Vice President and General Manager
Nucor Steel Seattle, Inc.



April 15, 2022

WSBLE Draft Environmental Impact Statement Comments

c/o Lauren Swift

Sound Transit

401 S. Jackson St.

Seattle, WA 98104

Submitted via email: WSBLEDEIScomments@soundtransit.org

Re: West Seattle and Ballard Link Extensions Draft EIS Comment

Pacific Iron & Metal Co., also known as Pac Iron, is a family-operated, 105-year-old industrial metal recycling facility located at 2230 4th Ave S in Seattle. We are one of the largest metal recyclers in the region, and the only one primarily focused on non-ferrous metals serving Seattle, Bellevue and the surrounding communities. Thanks to our global network of consumers curated from 100-plus years of relationship-making in the industry, we are uniquely positioned to serve our public, private and governmental partners with their critical metal recycling needs.

We have operated at our location in SODO for more than 80 years, serving many of the public agencies and large companies that are integral to the region's economy. Pac Iron handles millions of pounds of non-ferrous metal each month for clients in both the private and public sector, including, but not limited to, Puget Sound Energy, City of Tacoma, Seattle City Light, Snohomish County PUD, the City of Mercer Island, the US Coast Guard, Sound Transit, and countless others. We also serve hundreds of the region's machine shops and other manufacturers that supply critical aerospace and marine parts both for defense contracts and commercial business. All of these partners expect and must have our service available without interruption. In an extremely mature industry, our location at the nexus of I-5 and I-90 and our proximity to the Port of Seattle are critical to our ability to efficiently serve the needs of our customers.

Our location is also home to two sister businesses, Seattle's Doorhouse and Pacific Fabrics. Pacific Fabrics is a beloved retail store for the sewing community, and Seattle's Doorhouse is the go-to location for homeowners and contractors looking for reasonably-priced and reliable doors with a quick delivery. Across our three businesses, we employ more than 70 people in family-wage jobs.

Our facility will be significantly impacted by the construction and operation of the West Seattle Link Extension project. Although any option that minimizes the footprint of our operation, which is heavily dependent on volume, is difficult to bear, we would like to express a strong preference for Option 1b, the At-Grade South Station Option. This alternative minimizes the risk of either partial or full acquisition and will be the least impactful to our facility's highly complex stormwater system permitted through King County.

We are only able to enjoy the privilege of conducting metal recycling in the City of Seattle due to our significant and ongoing investment in a state-of-the-art stormwater treatment system. The system's location, including holding tanks

and sampling ports, are primarily located on the southern edge of our property, an area potentially affected by every proposed design option for the new SODO station. Any adjustments to our stormwater system will likely require the consent of King County under our existing permit. We are extremely concerned about our ability to continue operations, and the decision ultimately centers on an open question as to Sound Transit's authority over King County to mitigate any needed changes to our facility's stormwater system.

As noted above, our location allows us to receive and process materials efficiently from partners across the state. If required to relocate, finding a comparable location that both provides the access the facility currently enjoys and satisfies all the stormwater permitting system requirements as detailed above will be extremely difficult, if not impossible, and will incur significant mitigation costs. More importantly, such a move could jeopardize the dozens of family-wage, industrial jobs generated by our work. Seattle's Doorhouse and Pacific Fabrics are each subsidized significantly by Pac Iron and would struggle to exist without it. Finally, a disruption to our business would have significant downstream effects to hundreds of public and private partners who rely on our service.

While still creating concerns for much needed space at our processing facility and presenting significant challenges with respect to redesigning our stormwater treatment system, Option 1-b is the least impactful of the designs presented in the Draft EIS. This is because 1-b requires acquisition of the least square footage of our critical processing facility and appears to avoid affecting our baler, which is the most critical piece of machinery to conducting our operations.

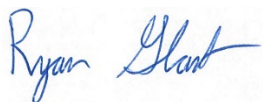
We recognize the logistical and other challenges involved in choosing an option that could require moving the USPS facility from its current location. We ask the Board of Directors to consider moving Option 1-b forward as the preferred alternative while the environmental review process continues, allowing ST staff and others time to consider potential solutions to the issue.

We are also aware that neighboring properties, as well as the SODO BIA, prefer Option 1-b as well. We all see the proximity of a future station to Lander St. as exponentially improving the usability of the dual stations and view this option as a potential once-in-a-lifetime opportunity to develop something more forward-thinking on the USPS site.

Thank you for your time and consideration of our comments. Considering the impact this project will have to Pac Iron and other industrial processing facilities in SODO, I urge you to seriously consider recommending Option 1b for further environmental review.

Sincerely,

Ryan Glant



CEO/President

Pacific Iron & Metal
2230 4th Ave S
Seattle, WA 98134
rglant@paciron.com
(206) 628-6242

Sound Transit Projects

Details	Communication
#504973 Date Recieved: 4/26/2022 Created by: Christopher Johnstone Audience: General Public Reach: Participation: Engagement: Source: Email Assigned division: Outreach Category: Project Phase: Planning Project Segment: Environmental phase: Draft EIS	April 26, 2022 Dear Sound Transit: My family and I own over 5 acres of IG land adjacent to Sodo Station which is currently rented to a dozen industrial tenants. Most of them will be displaced with anything that is built. Given this Sodo Station will become a major transfer point in the system, it behooves your agency to build what best will work for mass transit riders, and the neighborhood. As a major Sodo stakeholders, we have actively participated in ST Board and Committee meetings offering testimony. From those meetings over the last 3 years, we came away with many critiques of your agency's process and lack of transparency. As with past public comments, it's likely these letters from the public will be disregarded in favor of building merely the cheapest set of tracks possible. When the first Preferred Alternative came out several years ago, it involved tracks to / from West Seattle at elevation. That idea was abandoned to lay tracks at grade with overpasses at Lander and Holgate.....in theory, to get the Station area closer to foot traffic at S. Lander. Sometime after the first three design iterations were hashed out in public meetings, ST designers came out with completely different designsnamely 1a, 1b, and 2 which eluded all initial public comment until offered up in the recent DEIS. Much of the public missed early stage comment opportunity which may have shaped a different Draft design. In fact, I gathered signatures from owners and tenants of over 5 Million Sq. Ft. of nearby Sodo properties.....all adamantly opposed to overpasses in their final form and the construction that goes with it. Easy to see lands blocked by overpasses are less desirable. Major business costs will accrue with 2 year detours south to Spokane Street and north to Holgate/Royal Brougham and there's been no assurance these business costs will be reflected in an EIS. Yet Project Manager Cathel Ridge testifies to the Board that he shows "strong support" for those overpass designs. No research was done by ST to ascertain public desires. No Sodo BIA members were contacted nor any of my tenants. At another ST Board meeting, we caught Staff handing out , mid-meeting, an altered Agenda with vital comments not made available to the public in time for comment. The altered and deceitful notes became matter of record. Basic mass transit planning includes reliance on intermodal transfer ability. Eliminating the E-3 Busway is at odds with Metro's desires and counterproductive to better ridership. The latest plans show virtually no accommodation for parking and awkward access for car, Uber, bus passengers. Successful stations need to accommodate car parking since there is no residential activity in Sodo to provide foot traffic. Why not copy what works like the SeaTac parking garage to enhance ridership? Our properties with bare land for parking have been a vital resource for commuters to downtown (pre-Covid) and especially for relieving parking demand during games and concerts at nearby stadiums. Why not include large parking garage and make it a revenue source ? If you continue the absurd notion of "taking" the USPS Terminal Annex Station and Garage, why not make it a parking source for light rail riders? But then you never really asked the Post Office about taking their property.....who missed this detail? My early suggestion at a Charrette held years ago was for an all-elevated station at Lander. ST knows how to build elevated track, it eliminates costly and unpopular overpasses and keeps the majority of travelers, trucks and commerce flowing smoothly at ground level. The Sodo BIA has correctly commented that current designs will impair for years or kill many Seattle businesses forever.....with no improvement in mobility for the 90%+ of travelers who still require cars, trucks and bus service. I could go on but your agency will do what it wants, regardless of what is best for each neighborhood.....and it will doom Sodo Station to mediocrity and a low ridership, but moreover, doom the businesses of Sodo to massive costs and delays.....all to serve a small fraction of the traveling public at forever subsidized cost to taxpayers. You could do better. Robert Stack Rainier Pacific Co. 2201 Sixth Ave. S. Seattle WA. 98134

Sound Transit - West Seattle and Ballard Link Extension (WSBLE)
Comments to the Draft Environmental Impact Statements (EIS)

To: Jason Hampton, HCT Developmental Manager - Sound Transit
Lora Radford, Project Specialist - Sound Transit

From: Paul Utigard, Trustee of Newton Family Trust – Co Manager of Riverside Mill LLC
Jeff Landstrom, - Co Manager of Riverside Mill LLC

Re: Riverside Mill – 3800 West Marginal Way SW. Seattle WA “the Property”

Date: April 28, 2022

Basic Property Information;

The Property is located at **3800 West Marginal Way SW, Seattle WA. 98106** and is owned fee simple by Riverside Mill LLC. The Total property size is 271,281 sf. It has 11 connected buildings that total 112,770 sf of leasable area. The Property has six industrial, market rent tenants, with commercial long-term leases. The total of six tenants occupy 100% of the Leasable area. In addition to the industrial Leases, Riverside Mill also has two contracts for private moorage on a licensed floating dock on the Duwamish River. The 120 ft dock also supports serves the Maritime Tenants as access to loading and unloading from the Duwamish River. This includes a 60ton crane with an arm reach to the dock. The Property has 3 separate access/egress points to West Marginal Way SW. The limited south access is thru an easement over BNSF property, the mid access is near the middle of the property and the North access is directly under the West Seattle Bridge at the northern property line. Both the Northern and Mid access points will be impacted by the Port of Seattle Terminal 5 improvements. The Ports improvements are proposing the closing of the mid access point and the improvement of the North access by adding a full lighted intersection, designed with dedicated turn lanes for truck traffic. These roadway improvements are to begin later in 2022/23. The Northern access point also allows vehicular/truck traffic to the bypass road which travels from the North edge of the Riverside Mill thru the Port of Seattle and allows truck to bypass the train in case of a blockage/restriction to West Marginal Way. The Property also has over 150,000 square feet of Yard. The Yard provides storage full circulation to all buildings which is critical for the types of tenants that occupy Riverside Mill.

Description of Tenants;

United Motor Freight (UMF); Trucking company that specializes in extra Long and Heavy Loads. Logistically located near the Port of Seattle and contains a custom warehouse heavily used by the Port of Seattle. UMF is a maritime business that uses the Duwamish River for many of its custom Logistic services

Bobs Boats; Maritime tenant providing storage, mechanic and custom fabrication of all types of boats

Seattle Forge; Maritime tenant specializing in Forging of anchors and commercial crabbing equipment

AdamsGarage LLC; Specialty European car dealer and mechanics shop

Daniel Trenery; Maritime Tenant, storage of hydroplanes and motor vehicles

Landstrom, Inc; Heavy and custom trucking related mechanic

Moorage; (2) Private boats

Impacts of (DUW – 1a) on the Property;

This Route would have devastating impacts to the Property. Besides the obvious piers travelling thru the north building and rendering them useless, the TCE would landlock the entire southern portion of the property. Given the Port of Seattle's intention to close the mid access point of the Property, and the Southern access easement being limited access, the tenants will no longer be able to access their buildings during that TCE period. Most impacted will be UMF which specializing in long and heavy loads. This will seize their operation during the TCE period, but they will never be able to operate their specialty business after the piers have been completed. UMF will no longer be able to circulate around the yard with its long trailers and will not have the areas desperately needed for loading and unloading of their special equipment. All the other Maritime tenants will be put out of business during the TCE period and will likely not return.

If route DUW – 1a is chosen, we would suggest that Sound Transit embrace a full property acquisition, rather than a partial taking that would completely destroy the value of the property remaining.

Impacts of (DUW – 1b) on the Property;

This too would be devastating to the Property. Several piers would come thru the south buildings which would put Bobs Boats, Landstrom trucking, AdamsGarage and Dean Trenery out of business. This literally would go directly thru their buildings. The most impactful would be during the Temporary Construction Easement (TCE) period where United Motor Freight would be impaired by losing its customs warehouse and central office. It also appears that circulation around the buildings would be restricted and prevent operation of United Motor freights business, this would likely permanently hinder their operations.

If route DUW-1b is chosen, we again would suggest that Sound Transit embrace a full property acquisition, rather than a partial taking that would completely destroy the value of the property.

April 27, 2022

Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Re: Sixth Avenue South Property LLC comment letter -- Puget Sound Regional Transit Authority (Sound Transit) West Seattle and Ballard Link Extensions Draft EIS--Sound Transit ROW I.D. WS5712 (2901 6th Ave. S.)

To Whom It May Concern:

We represent the Sixth Avenue South Property LLC (“6th Ave” or “the LLC”) the owner of the property at 2901 6th Ave. S. I am writing regarding Sound Transit’s proposed “flyover” through the south parking lot at 2901 6th Ave. S. (“the facility” or “the operation”). It is our understanding that Sound Transit is looking at 3 configurations for the proposed flyover, identified in Ch. 4 of Appendix L to the DEIS as DUW-1a (see Figure L4.1-4a on p.74/266 of App. L, Ch. 4), Option DUW-1b (Fig. L4-1-5a, p. 84/266), and Alternative DUW-2 (L4.1-6a, p. 94/266). Furthermore, the primary access to the operation – 6th Avenue – will be closed on nights and weekends for an indeterminate time. The impacts caused by Sound Transit’s proposals are unacceptable.

SEPA AND CONDEMNATION

Sound Transit’s plans threaten to condemn the facility. As you know, there is already a flyover just north of the facility in the S. Forest St. right-of-way. Now Sound Transit is proposing to box in the facility by building another flyover immediately to the building’s south through its parking lot. Without an alteration in the design/location of the new, proposed flyover and other mitigation relating to closure of 6th Avenue S., the property will suffer punitively. The result of the two separate flyovers virtually abutting the same building is an incredibly anomalous, hugely negative precedent. In fact, it is highly likely that if the flyover is built as planned, the facility will no longer be able to operate as intended. We hope Sound Transit sees these facts like we do and understands their potential implications—the following analysis and information from our experts argue for a better way, a flyover through the S. Hanford Street end.

Also, as you know, the State Environmental Policy Act (“SEPA”) requires environmental review of any project in the state of Washington with certain exemptions. RCW 43.21C. The Puget Sound Regional Transit Authority (“Sound Transit”) is studying a plan to extend light rail to West Seattle and Ballard. No one questions whether the size, scope and/or significance of this project crosses the exemption threshold. In fact, Sound Transit has effectively conceded that the

project will cause probable significant environmental impacts which require evaluation through an environmental impact statement (“EIS”). In acknowledgement of the same, Sound Transit recently published a draft EIS (“DEIS”) calling for public comments no later than April 28, 2022.

Our client is deeply concerned that Sound Transit is—relatively speaking—unaware of the implications of the proposed flyover and street closure to the operation. While there have been numerous public meetings hosted by Sound Transit or others, e.g. SODO BIA, discussing the West Seattle extension, in SODO virtually all of them have focused on station planning. To our knowledge, whatever site-specific environmental review of the proposed flyover’s location Sound Transit has done is inadequate.

As will be demonstrated in the following, the operation’s south parking lot is arguably one of the most important crucibles of the food supply chain in the Pacific Northwest. The incredibly complicated logistics required to meet the needs of millions of customers regionally, on a daily basis and confined to the tight quarters of this relatively small parking lot, are mind-boggling. Our client has marshalled information and support from a variety of resources demonstrating that the flyover’s impacts to the operation are incapable of mitigation without relocating the flyover. (As a practical matter, should Sound Transit move forward with the proposal as is, it is inconceivable that—given the likely shut down of the operation during the period of Sound Transit’s temporary construction easement (TCE)—an alternative location can be found by Sound Transit that would allow the operation to keep functioning as is.)

Besides the narrative below, this comment letter attaches or imbeds critical information on significant impacts from, among others, TenW (transportation impacts), Kidder Matthews (valuation impacts), Marcus & Millichap (solicitation), US Bakery dba Franz (lessee impacts), and SODO BIA (SODO impacts). Also, imbedded [HERE](#) is a link to a time-lapsed video (Exhibit A) of approximately 5’ 45” that unequivocally demonstrates and underlines the complexity of this operation’s transportation logistics, all threatened by the flyover.

Accompanying that video—and attached to this comment letter as Exhibit B is a one-page narrative summary of the video to authenticate its provenance and otherwise aid in its review.

All of the impacts discussed in the attached exhibits or imbedded links are significant by themselves, but cumulatively constitute probable significant environmental impacts which Sound Transit cannot adequately mitigate unless the flyover is relocated elsewhere.

INTRODUCTION

The building at 2901 6th Ave. S. has continually operated as a bakery since the early 1950s. The bakery property is on approximately 4.09 acres and is mainly occupied by a structure built as a manufacturing bakery in 1952 by American Bakeries. It was acquired by Gai’s Seattle French

Bakery in 1980. In 1997, the facility was leased by the members of the LLC to US Bakery dba Franz.

Franz Bakery is a fourth-generation family business that has provided Pacific Northwest communities with high-quality fresh bread, baked goods and pastries since 1906. The operation generates hundreds of millions of pounds of bakery goods for the entire Pacific Northwest (and beyond).

Naturally, the logistics for operating the bakery, particularly loading/unloading raw materials and product, is extremely complicated. The facility operates 24/7 with approximately 200 truck trips per day through the south parking lot. In fact, the south parking lot not only serves as the load/unload/delivery/staging area for the operation, but parking for 150 employees and visitors/customers of the outlet store there (nearly 4000 visits per month). See generally April 15, 2022 letter from Michael R. Pettit, CFO, United States Bakery dba Franz (attached as Exhibit C). See also letter from Erin Goodman, Executive Director, SODO BIA (attached as Exhibit D).

OPERATION DESCRIPTION

The particular bakery at 2901 6th Ave S. manufactures a variety of products on automated bread and bun lines. These lines are specialized equipment and unique to the baking industry. The cost of these lines in equipment alone (so not counting the infrastructure/building and electrical costs associated with power to the building) are estimate at approximately \$36M (\$11M bun line and \$25M high speed bread line). The new bun line was added in 2019. These lines produce over 1.8 million pounds of products a week. As a result, the facility is one of the largest manufacturing plants in the Pacific Northwest. Both production lines are set up scheduling three shifts over approximately 120-152 hours of production a week. The operation runs a 7 day a week production schedule with full capacity in producing 1.2 million pounds a week of bread and 600,000 pounds of a variety of buns.

The operation currently employs over 150 personnel in production, food safety, shipping, receiving, sales and transport. Besides production, the operation requires support from two departments on an on-going basis: (1) the food safety and compliance groups—these departments set up schedules of cleaning equipment, bakery mixers, conveyors, ovens, and lines that enable and meet the food safety requirements set by the federal FDA and internal audit requirements; (2) the engineering group—this department has to set a Preventative Maintenance Program and service equipment based on run times, change over, and ongoing mechanical requirements set by manufacturers' specifications; in addition, the group provides repairs and additions to existing equipment on breakdowns as needed.

LOGISTICAL DETAILS

A major concern of the LLC resulting from the Sound Transit proposal is the impact the flyover and street closure will have on the multi-modal efficiency of this tremendously complicated logistical operation, all confined to the south parking lot. As stated earlier, this bakery location was specifically chosen in 1952 because, even then, it was central to many access points and means of transportation. Of course, now, the site is centrally prominent in giving access to freeways and railways to allow for the transportation of products to the Franz distributions centers and bakeries that Franz operates in multiple states. The bakery's prime location is also a benefit for ingredient deliveries which are critical. Among other issues, the elevation decline from the flyover's supports columns as it wraps around towards the SODO busway could dramatically impact or even halt the ability for BNSF to deliver by railway.

BNSF has rail access for the delivery of bulk flour with five rail cars per week, depending on volume, with each rail car carrying approximately 210,000 lbs. of flour. That delivery depends on the crossing at 6th Avenue (see 6th Avenue Closure Concerns). The flour is pumped into the two 200,000 pound capacity flour tanks just outside the building, which then flows into the bakery operation inside the building. Franz has to coordinate weekly with a flour mill located in Montana, in conjunction with BNSF, to ensure timely delivery using the rail line that crosses 6th Avenue then backs onto the line parallel to the facility. Of course, disruption in service can cause bakery downtime, and delay in product manufacturing. The delivery of flour and rail service enables flexibility in inventory control and market commodity pricing of the main ingredient (flour) for manufacturing.

Channels of Distribution:

Direct Sales Delivery : (DSD) – Route Sales – 45 trucks per week (which include additional personnel, such as drivers and handlers) service the market areas to grocery stores, restaurants, schools, office buildings, hospitals and a variety of customer service accounts in the Pacific Northwest. These trucks include both box trucks and shuttle trucks.

National Sales: 55 transport trucks per week load and unload at the bakery, deliver to cold storage facilities and/or accounts that service multiple customers in cased products. Examples of such customers are Food Service America, Sysco, and other major or secondary food manufacturers/distributors. These trucks' trailers are 42-53 feet long (67' total, including cab and hinge) carrying up to 20+ pallets of products weekly to specific customer locations. These trucks are typically involved in delivery of trailers to other transportation systems (e.g. shipping) or directly to locations in Hawaii, Los Angeles and/or Springfield, Oregon.

Box Store Routes : Part of DSD, but are typically specialized for delivery to stores of multiple product varieties, e.g. Costco, Walmart, Sam’s Club, stadium facilities, shipyards, and other government contracts , etc.

Transports/Semi’s : Franz operates its own fleet of 35 semi-trucks per week which delivers to the distribution centers from this location to numerous Washington locations, e.g. Kent, Tacoma, Parkland, Olympia, Port Angeles, Bremerton, Bellingham, Lynnwood and Everett. The truck configurations (single- or double-trailers, not counting cabs and hinges) are different based on load requirement, but can be from 48-72 feet long. These transports also supply bakery products to the other affiliate bakeries in the Franz system for outside sales, e.g. Portland, Springfield (Oregon), Spokane, Nampa (Idaho), as well as destinations in California and Montana.)

Outside Vendor Ingredient Deliveries: Approximately 30 trucks per week arrive at the facility, for purposes of outside vendor packaging, national sales, specialized bakery ingredients, etc. (Monday-Saturday deliveries). The operation gets between 3-8 truck deliveries per day based on supply and demand.

Feed Commodities: There are three truck trips per week associated with this activity. The trucks pick up a large dumpster-like container (visible in the first segment of the video whose link is attached as Exhibit A) that is day-old and/or damaged product/stale product that goes to outside use for cattle feed and grain operations.

Outlet Store Customers: The operation’s “Outlet Store” is open 6 days a week (sometimes 7 days a week based on demand). Customers use specific marked parking spaces in the south parking lot at the northeast corner. We estimate approximately 130 customer cars per day, or between 700-900 per week depending on demand.

Mechanic’s Shop on Site: The operation has a full-service mechanic’s shop that does fleet maintenance to Franz semi-trucks/trailers as well as DSD route sales vehicles. We estimate that the shop services approximately 25 vehicles per week, and provides outside vendors parts and service as needed. This is a critical logistical component of the operation, as its central location (for all of Franz’s PNW operations) enables reduction in service time delays. Also, the mechanics at the shop can travel to distribution centers to service vehicles on a scheduled route. On-going maintenance and emergency service is a critical factor with the shelf-life products the operation manufactures.

Summary Trucks per week :
Transports Trucks :35
DSD Sales: 45
National Sales : 55

Outside Vendors- Supplies: 30
Service Mechanic Trucks: 25
Feed Commodity Trucks: 3
Total : 193
Outlet Store Customers Cars : 780

SOUTH PARKING LOT INFORMATION

Our engineers, including TenW, have reviewed Sound Transit's plans for the facility's south parking lot. Without knowing exact dimensions of the columns (and elevation), the LLC estimates that it would lose 6-10 parking spaces in main parking lot and along the fence line where the two train tracks meet. It is also possible that the support column could impact the hundreds of tractor/trailer trucks entering and exiting the parking lot. A minimum of 16ft (14ft + 2ft for lighting) of vertical clearance would be required for truck movement through the lot. Hanging lighting for safety is preferred over strapping.

While it is difficult to estimate the time impact on the facility's operation to load and maneuver around the proposed columns, the TenW report analyzes those impacts to the best of our ability. they are not insignificant. Our conclusion is that those impacts are probable, significant and incapable of mitigation absent an adjustment in the flyover's location and modification of the street closure. See TenW report dated April ____, 2022 attached as Exhibit E for more detailed analysis.

6th AVENUE CLOSURE CONCERNS

As identified in Exhibit E (the TenW report), Sound Transit plans to close 6th Ave from S. Forest St. to S. Horton St. for an indeterminate time on nights and weekends. The operation relies on 6th Avenue for access; there is no other. Further, as explained earlier, the operation runs 24/7, and as Exhibit A shows, nighttime activity is at least as intense—if not more so—than daytime.

Unless Sound Transit modifies its design per Exhibit E's suggestion to use the S. Hanford St. end for the flyover and/or accommodates the operation's usage of 6th Avenue (including the railway crossing, critical to the BNSF flour supply), the operation will essentially be shuttered. Even a short closure of 6th Avenue—unless some accommodation is reached—would be disastrous for the operation and the LLC. If Sound Transit is willing to move the flyover to the S. Hanford St. end as depicted in Exhibit E, then it may not be necessary for Sound Transit to close that portion of 6th Ave. South from S. Forest St. to the entrance and exit of the operation's south parking lot for the limited purpose of nighttime and weekend operation traffic.

VALUATION

On February 10, 2022, Kidder Mathews (“KM”) provided a “Brokers Opinion of Value” for the subject property (attached as Exhibit F). In that valuation, KM analyzed the property from a cost, income and market approach, based on numerous comparables. KM concluded the property (as distinguished from the operation) is worth at least \$25M, and would price it higher if for sale. Coincidentally, on March 1, 2022, the LLC received an unsolicited expression of interest from Leroy Lutu, Associate Director at Marcus & Millichap (“M&M”), indicating they could produce an offer on the property for between \$36-39M. See March 1, 2022 e-mail from M&M to Donald Gai, one of the LLC members, attached as Exhibit G.

While there may be a debate about the value of the property, there can be no debate that its value will be significantly and detrimentally impacted if the facility cannot operate due to Sound Transit’s construction and/or resulting flyover. Sound Transit’s proposed plans threaten to destroy the value of the property as such, since it cannot/will-not-be-able-to be used as a bakery at least during construction and very possibly afterwards. The economic harm and damage to the LLC under such circumstances is virtually immeasurable.

CONCLUSION

We believe Sound Transit’s plan will force either the shut down or relocation of our operation, either temporarily (at least 3 years) or permanently. (We are skeptical that Sound Transit can provide a temporary relocation site. Even if so, we doubt it will allow a seamless transition.) The economic cost to the LLC will be in the hundreds of millions of dollars, not to mention the crippling effect it will have on the PNW food distribution/supply chain.

We urge Sound Transit to reconsider its plans. By moving the flyover just south of the parking lot to the S. Hanford St. end, the impacts cited above (including from the street closure) likely can be avoided.

Thank you for the courtesy of your consideration. Respectfully,

Sincerely,

PETERSON RUSSELL KELLY LIVENGOD PLLC



Terrence I. Danysh
Attorneys for Sixth Avenue South Property LLC

Cc: Sixth Avenue South Property LLC

EXHIBIT B

April 28, 2022

Franz 6th Ave Video Exhibit Summary

The following describes key information to aid in the viewing of the Franz 6th Ave Video exhibit. The video is 5:45 and covers a time span of approximately 27.5 hours over three different days from three different perspectives.

CAM 01

Date: 2/25/2022 Time: 1 am to 5:59 pm (Video Time = 3 minutes 10 seconds)

Area: Section of video shows parking lot- front area with trucks entering 6th Ave and pulling along south end of building by the outlet store to load and unload. It also captures employee parking and activity of trucks that are staged to load and unload. Also shows feed commodity truck staging dumpster for transfer.

CAM 04

Date: 2/27/2022 Time: 7:25 am to 5:19 pm (Video time=2 minutes 3 seconds)

Area: Section of video shows the north end of the building and trucks pulling alongside the building to load and unload, and staging. You can also see the loading dock areas, where trucks stage and back in to load and unload for national sales- freezer stock, ingredient loading and unloading of bakery supplies. You can see next to the building four 210,000 lb. BNSF flour railcars that are staged to load flour in the two large flour tanks. You will see trucks backing up to the building, staging trucks, and service trucks pull in and out. You can also see multiple trucks parked that are for servicing or transfer to other distribution centers. Next to the loading docks is the freezer that needs to be accessed to load bakery cases into national sales trailers.

CAM 02

Date: 2/18/2022 Time: 1 am to 2:30 am (Video Time=30 seconds)

Area: Section of the video from behind mechanics shop shows the BNSF rail cars using track to pull into rail spurs to move flour rail cars, stage flour rail cars, and place them next to building to start the release of flour or stagger the cars in rotation to use at the bakery facility. The tracks along north side and south side of building are important to provide other BNSF containers to facilitate travel along 5th Ave.

EXHIBIT C



April 15, 2022
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

RE: United States Bakery (dba Franz) Comment Letter--Puget Sound Regional Transit Authority (Sound Transit) West Seattle and Ballard Link Extensions Draft EIS--Sound Transit ROW I.D. WS5712 (2901 6th Ave. S.)

To Whom It May Concern:

I am writing on behalf of United States Bakery (dba Franz) regarding Sound Transit's proposed "flyover" through the south parking lot at 2901 6th Ave. S. It is our understanding that Sound Transit is looking at three configurations for the proposed flyover, identified in Ch. 4 of Appendix L to the DEIS as DUW-1a (see Figure L4.1-4a on p.74/266 of App. L, Ch. 4), Option DUW-1b (Fig. L4-1-5a, p. 84/266), and Alternative DUW-2 (L4.1-6a, p. 94/266).

Franz is the lessee of the bakery facility at that location. We have been there for 25 years and plan on continuing to be there. Our operation generates annually over ninety million pounds of bakery goods for the entire Pacific Northwest (and beyond). The logistics for operating the bakery, particularly loading/unloading raw materials and product, is extremely complicated. The facility operates 24/7 with approximately 200 truck trips per day through the south parking lot. In fact, the south parking lot not only serves as the load/unload/delivery/staging area for the operation, but parking for our 150 employees AND visitors/customers of our outlet store there (nearly 4000 visits per month).

We believe Sound Transit's plan will force either the shut down or temporary relocation of our operation. We are skeptical that a temporary relocation site could be located for us by Sound Transit and even if one was, we doubt it will allow us to function as we do currently. The economic cost to our company would be tremendous, enough that we may not be able to operate. This would impact the employment of 150 employees and have a crippling effect on our PNW food distribution/supply chain.

We urge Sound Transit to reconsider its plans. By moving the flyover just south of the parking lot to the Hanford St. end, the impacts cited above likely can be avoided.

Respectfully,

A handwritten signature in blue ink that reads "Michael R. Pettit". The signature is fluid and cursive, with the first name being the most prominent.

Michael R. Pettit
Chief Financial Officer,
United States Bakery

EXHIBIT D

206-294-3285

www.sodoseattle.org



270 S Hanford St, Suite 112

Seattle, WA 98134

April 20, 2022

To Whom It May Concern:

I am writing on behalf of the SODO BIA regarding Sound Transit's proposed "flyover" through the south parking lot at 2901 6th Ave. S. It is my understanding that Sound Transit is looking at 3 configurations for the proposed flyover, identified in Ch. 4 of Appendix L to the DEIS as DUW-1a (see Figure L4.1-4a on p.74/266 of App. L, Ch. 4), Option DUW-1b (Fig. L4-1-5a, p. 84/266), and Alternative DUW-2 (L4.1-6a, p. 94/266).

That location has been in active operation as a baker since the early 1950s. It has generated hundreds of millions of pounds of bakery goods for the entire Pacific Northwest (and beyond). From what we can tell, the logistics for operating the bakery, particularly loading/unloading raw materials and product, is extremely complicated. The facility operates 24/7 with hundreds of trucks and cars per day using the south parking lot.

We are concerned that Sound Transit's plan will force either the shut down or relocation of the operation, either temporarily or permanently. (We are also skeptical that Sound Transit can provide a temporary relocation site.) We believe the flyover could have a crippling effect on the PNW food distribution/supply chain.

We urge Sound Transit to reconsider its plans. By moving the flyover just south of the parking lot to the Hanford St. end, the impacts cited above likely can be avoided.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Erin Goodman', is written over a light blue circular stamp.

Erin Goodman, Executive Director
SODO Business Improvement Area

MEMORANDUM

DATE: April 26, 2022

TO: Terrence Danysh, PRK Livengood, Counsel of Gai/Franz Bakery

FROM: Michael Read, PE, Principal, TENW

SUBJECT: Traffic Analysis of Sound Transit (ST) 3 Impacts to Gai/Franz Bakery Production Facility
TENW Project No. 2022-092

This memorandum summarizes a traffic analysis of the proposed construction of a light rail guideway of the preferred alignment of the *West Seattle and Ballard Link Extensions* documented as part of the Sound Transit 3 DEIS through the existing Gai/Franz Bakery Production Facility in the Duwamish Manufacturing and Industrial Center of Seattle, WA. This memo includes a project description, a description of existing transportation conditions and operations of passenger and truck traffic and other raw product delivery to the site, short-term construction impacts of the proposed guideway and long-term impacts to on-site parking and circulation with structural columns currently proposed within the central on-site parking lot and truck delivery and distribution areas, and identified roadway closures adjacent to the impacted property. In addition, based on our review, an alternative alignment of the proposed guideway that is preliminary within public right-of-way has been identified to significantly reduce direct and indirect impacts of the elevated guideway through the Gai/Franz Bakery Production Facility without any cost impacts to ST's construction budget.

Subject Site Description & Operations

The existing Gai/Franz Bakery Production Facility was established in 1952 in a centralized location in Seattle and has been expanded and upgraded over the years, most recently in 2019 with a bun line. The location of the facility allows for close access to the regional freeway interstate system, local arterials for truck access/distribution, and rail lines to provide direct access of bulk flour.

The bakery production facility operates 24-hours per day, 7 days per week, and supplies a variety of baked goods that are distributed locally and regionally from Alaska to California as direct outlets and other grocery chains. The facility produces up to 1.8 million pounds of baked goods per week, with 1.2 million pounds of bread and 600,000 pounds of buns. Truck deliveries of bulk material and packaging supplies, truck distribution of finished baked goods, and truck transport of recycled materials for stock feed average up to 200 trucks per week, or 400 average daily vehicle (ADT) trips. Given on-site constraints of vehicle maneuvering and layover, additional localized truck trip generation is approximately 20 percent higher as trucks arrive and then are required to stage off-site when loading docks are full.

The production facility employs 150 people over 3 separate production shifts. During peak production shift changes, approximately 100 vehicles per hour enter/exit the site during peak hours. The Gai/Franz Production Facility also operates a retail outlet store to the general public, which generates approximately 300 daily vehicle trips during its operational hours of 8:00 a.m. to 5:00 p.m. from Monday to Saturday. The southern parking lot, where the currently proposed elevated guideway through the Gai/Franz Production Facility, has surface parking for nearly 60 passenger vehicles, three separate loading docks/bays, and 6 marked stalls for local delivery vehicles. In total, the site generates approximately 900 and 1,200 daily vehicle trips (when on-site retail store is closed, 300 less ADT is generated).

Sound Transit Elevated Guideway Alignment & Site Impacts

As identified in Sheet L50-GSP119, of the Appendix J drawings of conceptual guideway design from the elevated guideway preferred alignment in the *West Seattle and Ballard Link Extensions DEIS*, four separate structural columns (and associated spread foundations) and several storm water vaults have been identified within the private surface parking lot and vehicle maneuvering areas of the Gai/Franz Bakery Production Facility (see **Exhibit 1**). These transition guideways would provide access from the new Link connections to the existing Link Operations & Maintenance facility immediately southeast of the Gai/Franz Bakery Production Facility.

As shown in **Exhibit 1**, the general building outline in blue (primary bakery production building and on-site delivery truck maintenance building) and structural columns/vaults in red highlight these existing facilities and impact areas. There are also several “signal bungalows” identified on the Sheet exhibit, some of which may be attached to the elevated guideway and others appear to be raised structures at-grade that would impact building access or vehicle maneuvering to the Gai/Franz Bakery Production Facility.

Short-term construction and long-term impacts would occur to the Gai/Franz Bakery Production Facility as a result of the proposed preferred alignment through the southern portion of the subject property on-site, and within the undeveloped public right-of-way of S Hanford Street, where additional street parking and vehicle maneuvering to the truck maintenance facility is located. Short-term on construction impacts of 4-6 months that would require full closures of nearly all on-site parking and truck vehicle access would be required to excavate/pour structural foundations, form /pour columns, and form/pour the guideway and/or crane lift completed pre-fabricated guideway sections. As a 24-hour, 7 days per week bakery production facility, these short-term construction impacts alone could not be fully mitigated by Sound Transit. Considering even a phased construction and staging effort, which would likely elongate the construction period to nearly a year or require removal and relocation of the existing on-site truck maintenance facility to allow for construction staging or alternative truck maneuvering area, would impact the ability for large truck vehicle maneuvering on-site.

Long-term impacts would also occur under the preferred alignment to the Gai/Franz Bakery Production Facility, including loss of on-site parking (8 marked stalls) and structural columns that would increase conflict zones with large truck vehicle maneuvering on-site. In addition to these impacts of long-term daily vehicle operations, the installation of the elevated guideway would also significantly impact the ability of the building accessibility that requires crane lifts to vertically service rooftop facilities of the primary productions building or to access the existing exterior flour tanks/pumping systems within the southwest quadrant of the production facility.

Exhibit 2 provides a series of Autoturn analyses of large truck maneuvering on-site with the proposed structural columns from the conceptual design prepared by Sound Transit. Several different design vehicles have been modeled based upon the typical design vehicles that delivers or transports at the Gai/Franz Bakery Production Facility, including a WB-67 and a WB-67D. Given multiple unload/load dock locations, four different iterations of these design vehicles are presented. Based on this analysis, an addition loss of 1 parking stall would occur, and the side-loading dock using the WB-109D design vehicle would result in shy distances of less than 1 foot to existing buildings and the new columns for the elevated guideway that would not meet standard engineering practice of 3 feet design offset as shown in Sheet 3 of 4 in **Exhibit 2**. As such, with the proposed structural columns within the parking lot area and near loading docks where large truck maneuvering occurs, significant delays in vehicle circulation would occur and likely

6th Ave So. Pty LLC Ex. E

vehicle strikes by tractor/trailers combinations are expected on existing private fixed objects to avoid impacts to new vertical columns.

Roadway Closure Construction Impacts

As identified in Attachment N.1E Construction-Related Roadway Modifications, a number of roadway closures are expected during construction of either rail alignment alternative in the vicinity of the Gai/Franz Bakery Production Facility (see **Exhibit 3**). Most impactful are expected evening and weekend full closures of 6th Avenue S between S Forest Street and S Horton Streets (along the entire site frontage of the subject property as identified in Table N.1E-5) that would, without further information, occur for an indeterminate period during construction. As a 24-hour, 7 days per week operation, the Gai/Franz Bakery Production Facility that produces nearly 2 million pounds of bread products per week would experience profound significant adverse traffic impacts from loss of all vehicle access that would likely result in full operational closure of the facility (as the operational parameters of the production facility does not allow for full shut down of the entire facility for long term periods). Peak overnight evening hours of the Gai/Franz Bakery Production Facility occur during shift changes from 9:00 PM to 11:00 PM and 4:00 AM to 6:00 AM with approximately 100 vehicles per hour during these periods, and peak product distribution from 5:00 PM to 10:00 PM and 6:00 AM to 10:00 AM with approximately 20 peak hourly truck maneuvers on a continuous daily basis.

Proposed Alignment to Mitigate Impacts to Gai/Franz Bakery Production Facility

Review of on-site operations with management/ownership by TENW as well as research of property ownership of private, BNSF, and public right-of-way, resulted in evaluation of a proximate, but buildable alternative alignment of the elevated guideway. The existing on-site truck maintenance facility for Franz Bakery delivery trucks has service bay openings within the on-site parking lot and into the undeveloped public right-of-way of S Hanford Street. A “triangular portion” of this undeveloped right-of-way is used to access to the truck service bays, parking for delivery trucks, and also temporary staging for trailers and other active trucking maneuvers waiting for load/unload bays to be available at the primary production facility. While access this area can only be completed given an adjacent BNSF rail spur line, it does provide an important component to delivery truck maintenance operations. This area does not however, have critical ongoing access requirements to the primary Gai/Franz Bakery Production Facility building or the three different truck load/unload docks. As such, a minor realignment of the proposed elevated guideway has been conceptually demonstrated as method to mitigate direct and indirect traffic and parking impacts of the preferred alignment through the currently proposed primary parking lot and truck delivery areas on-site.

Exhibit 4 provides an overview of the alternative alignment, which includes an alignment to the south of the existing on-site delivery truck maintenance building primarily within public right-of-way. Revised locations of structural columns and elevated guideway alignment has been drawn with consistent radius transition to the service line guideway within the SODO Busway as proposed by Sound Transit. Depending upon the reason behind the planned construction roadway closure of 6th Avenue S along the entire project frontage during peak weekend/evening periods, truck/vehicle access could be maintained to the site to/from the north via S Forest Street to construct the elevated guideway along this alternative alignment.

Conclusion

Based upon our review of the *West Seattle and Ballard Link Extensions* documented as part of the Sound Transit 3 DEIS in the context of transportation impacts to the existing Gai/Franz Bakery Production Facility in the Duwamish Manufacturing and Industrial Center of Seattle, WA, we have determined the following key issues of concern, some of which, would result in significant adverse impacts.

The currently proposed elevated guideway through the existing Gai/Franz Bakery Production Facility would create both short-term construction and long-term operational impacts to the existing parking facility and truck loading docks in the southern portion of the facility.

- Short-term on construction impacts of 4-6 months that would require full closures of nearly all on-site parking and truck vehicle access would be required to excavate/pour structural foundations, form /pour columns, and form/pour the guideway and/or crane lift completed pre-fabricated guideway sections.
- Long-term impacts would also occur under the preferred alignment to the Gai/Franz Bakery Production Facility, including loss of on-site parking (8 marked stalls) and structural columns that would increase conflict zones with large truck vehicle maneuvering on-site. Viability of long-term building roof access for maintenance repair of production facility and flour transfer towers between adjacent rail lines and the production facility in the southwest quadrant of the building would also occur as a result of a vertical structure through the parking facility/truck maneuvering areas.
- Most impactful are expected evening and weekend full closures of 6th Avenue S between S Forest Street and S Horton Streets (along the entire site frontage of the subject property as identified in Table N.1E-5) that would, without further information, occur for an indeterminate period during construction. As a 24-hour, 7 days per week operation, the Gai/Franz Bakery Production Facility that produces nearly 2 million pounds of bread products per week would experience profound significant adverse traffic impacts from loss of all vehicle access that would likely result in full operational closure of the facility.

The identified alternative alignment, which includes an alignment to the south of the existing on-site delivery truck maintenance building primarily within public right-of-way, would mitigate a majority of these adverse transportation impacts. Also possible with this alignment, is to mitigate the planned construction roadway closure of 6th Avenue S along the entire project frontage during peak weekend/evening periods. Under this alternative alignment, truck/vehicle access could be maintained to the site to/from the north via S Forest Street to construct the elevated guideway.

If you have any questions regarding the information presented in this memo, please call me at (206) 361-7333 x 101 or mikeread@tenw.com.

Exhibit 1
Overview of Guideway Impacts to Gai/Franz Bakery
Production Facility

SEE DWG L50-GSP130

6th Ave So. Pty LLC Ex. E

SODO SEGMENT
DUWAMISH SEGMENT

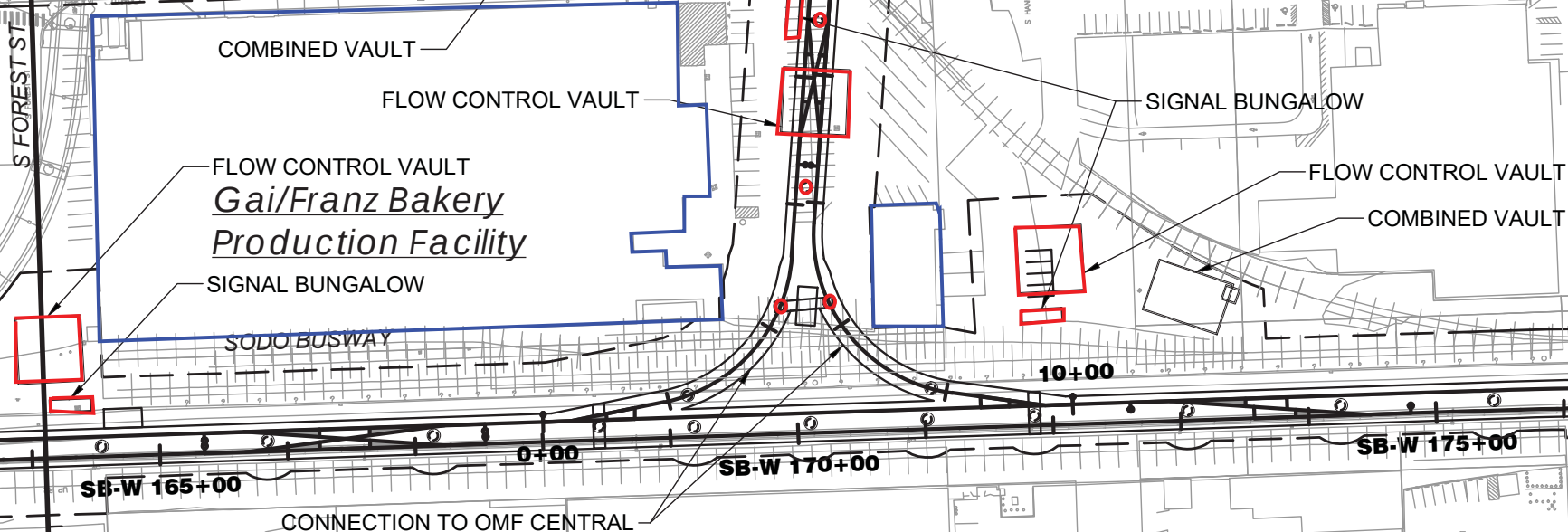
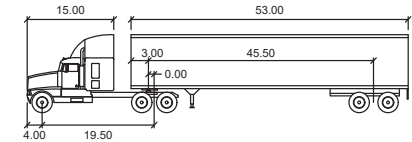
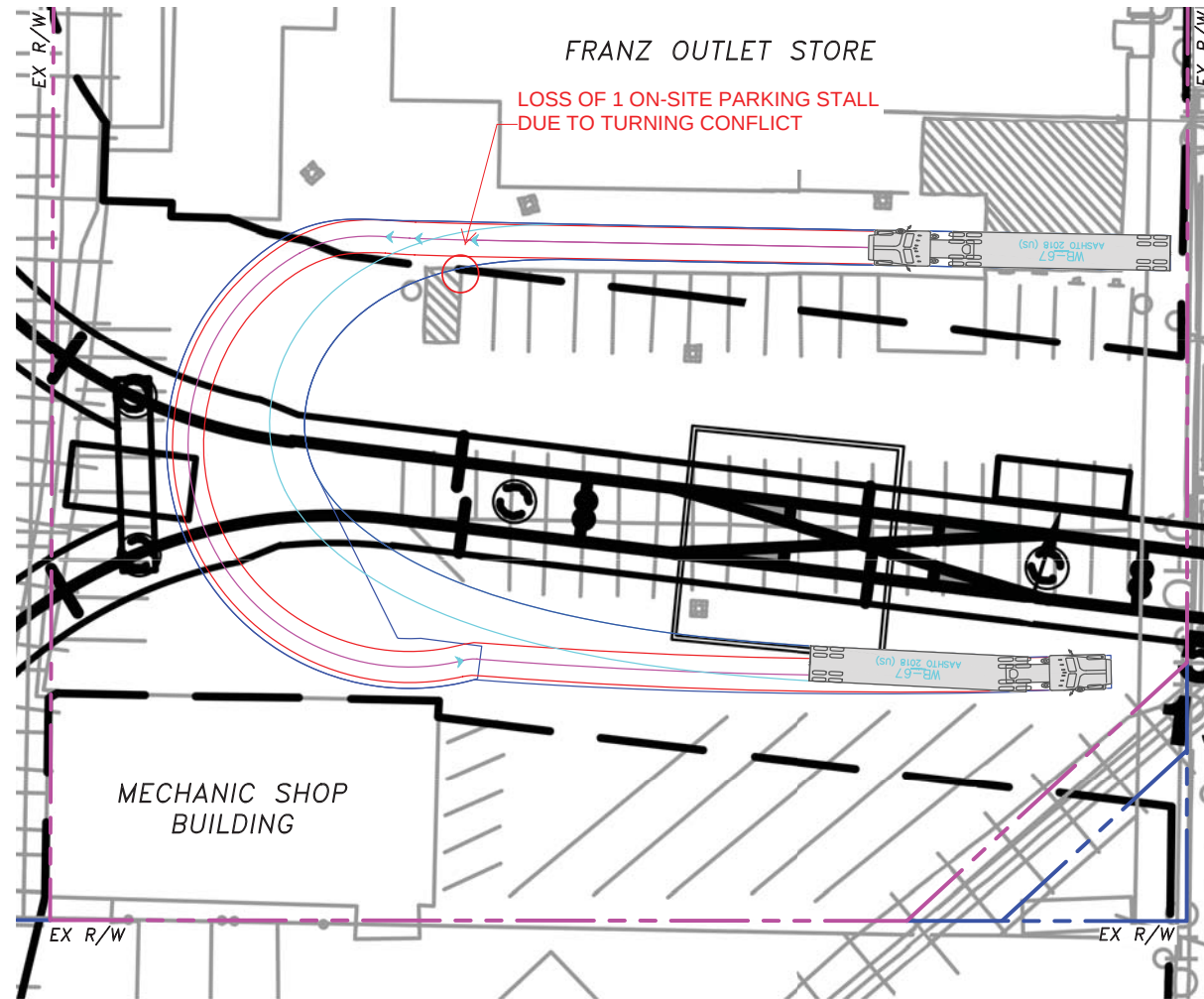


Exhibit 2
Structural Column Impacts using Autoturn Analysis of
WB-67 and WB-109D Vehicle Maneuvering at the
Gai/Franz Bakery Production Facility



WB-67	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		

AUTOTURN GENERAL NOTES:

1. AUTOTURN MOVEMENTS ARE GENERATED BY A COMPUTER MODEL. RESULTS SHOULD BE CONSIDERED APPROXIMATE AND USED CONSERVATIVELY.
2. ACTUAL DESIGN VEHICLE DIMENSIONS MAY VARY.
3. A 'SUCCESSFUL' SIMULATION DOES NOT CONCLUDE THAT ALL DRIVERS WOULD BE ABLE TO COMPLETE OR REPLICATE THE MODELED TURNING MOVEMENT WITH ACTUAL DRIVING SCENARIOS.
4. OTHER DRIVEABLE PATHS MAY EXIST.

LEGEND

- VEHICLE BODY ENVELOPE
- FRONT TIRE PATH
- REAR TIRE PATH

PRELIMINARY - FOR DISCUSSION ONLY

DATE: 04/26/2022



Transportation Engineering Northwest

Transportation Planning | Design | Traffic Impact & Operations
11400 SE 8th Street, Suite 200, Bellevue, WA 98004 | Office (425) 889-6747
Project Contact: Michael Read, P.E.
Phone: 206-999-4145

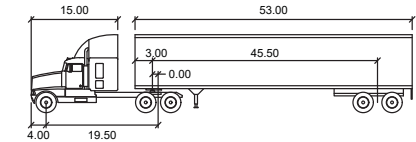
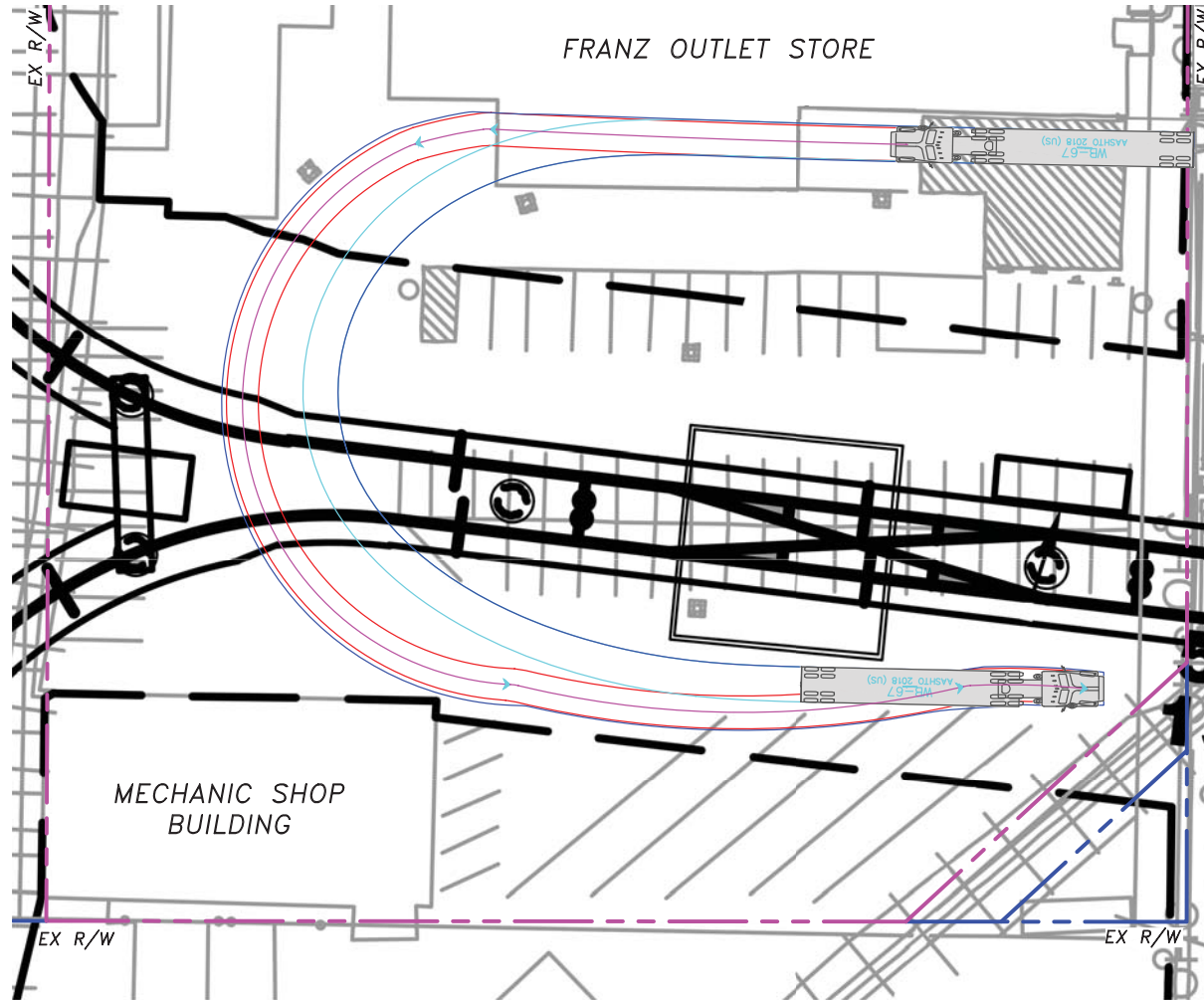
GAI-FRANZ
6TH AVE / FORREST ST BUILDING
WB-67 DESIGN VEHICLE
PARKING LOT LOOP

SHEET

1

OF

4



WB-67	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		

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LEGEND

- VEHICLE BODY ENVELOPE
- FRONT TIRE PATH
- REAR TIRE PATH

PRELIMINARY - FOR DISCUSSION ONLY

0 30
SCALE IN FEET



Transportation Engineering NorthWest

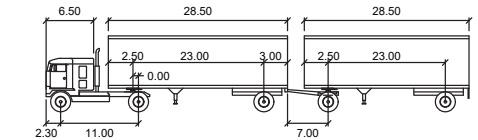
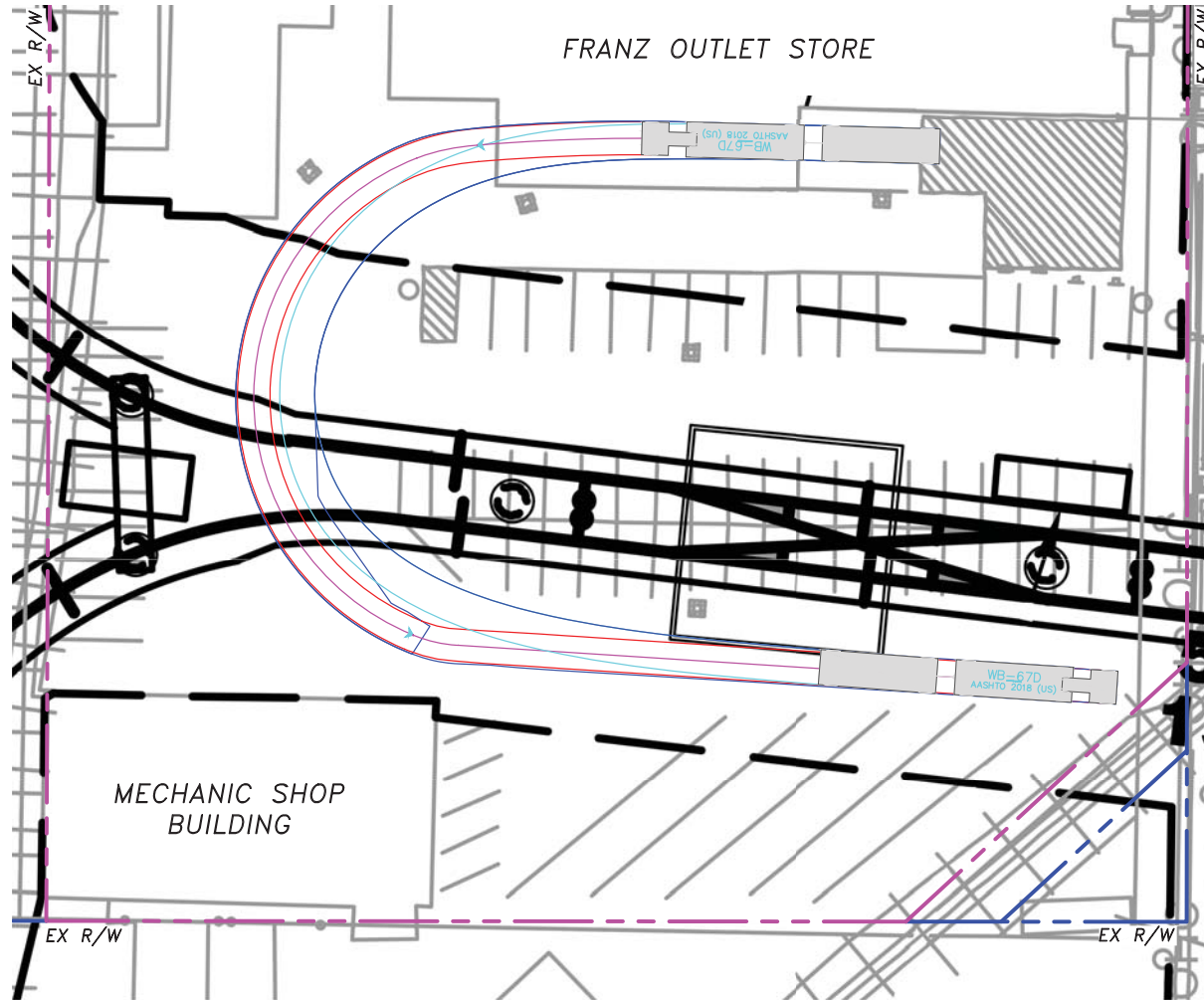
Transportation Planning | Design | Traffic Impact & Operations
11400 SE 8th Street, Suite 200, Bellevue, WA 98004 | Office (425) 889-6747

Project Contact: Michael Read, P.E.
Phone: 206-999-4145

GAI-FRANZ
6TH AVE / FORREST ST BUILDING
WB-67 DESIGN VEHICLE
PARKING LOT LOOP - OFFSET POSITION

SHEET
2
OF
4

DATE: 04/26/2022



WB-67D

	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 15.6
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		

AUTOTURN GENERAL NOTES:

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LEGEND

- VEHICLE BODY ENVELOPE
- FRONT TIRE PATH
- REAR TIRE PATH

PRELIMINARY - FOR DISCUSSION ONLY

0 30
SCALE IN FEET



Transportation Engineering NorthWest

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GAI-FRANZ
6TH AVE / FORREST ST BUILDING
WB-67D DESIGN VEHICLE
PARKING LOT LOOP - OFFSET POSITION

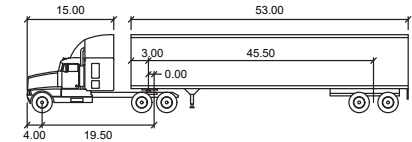
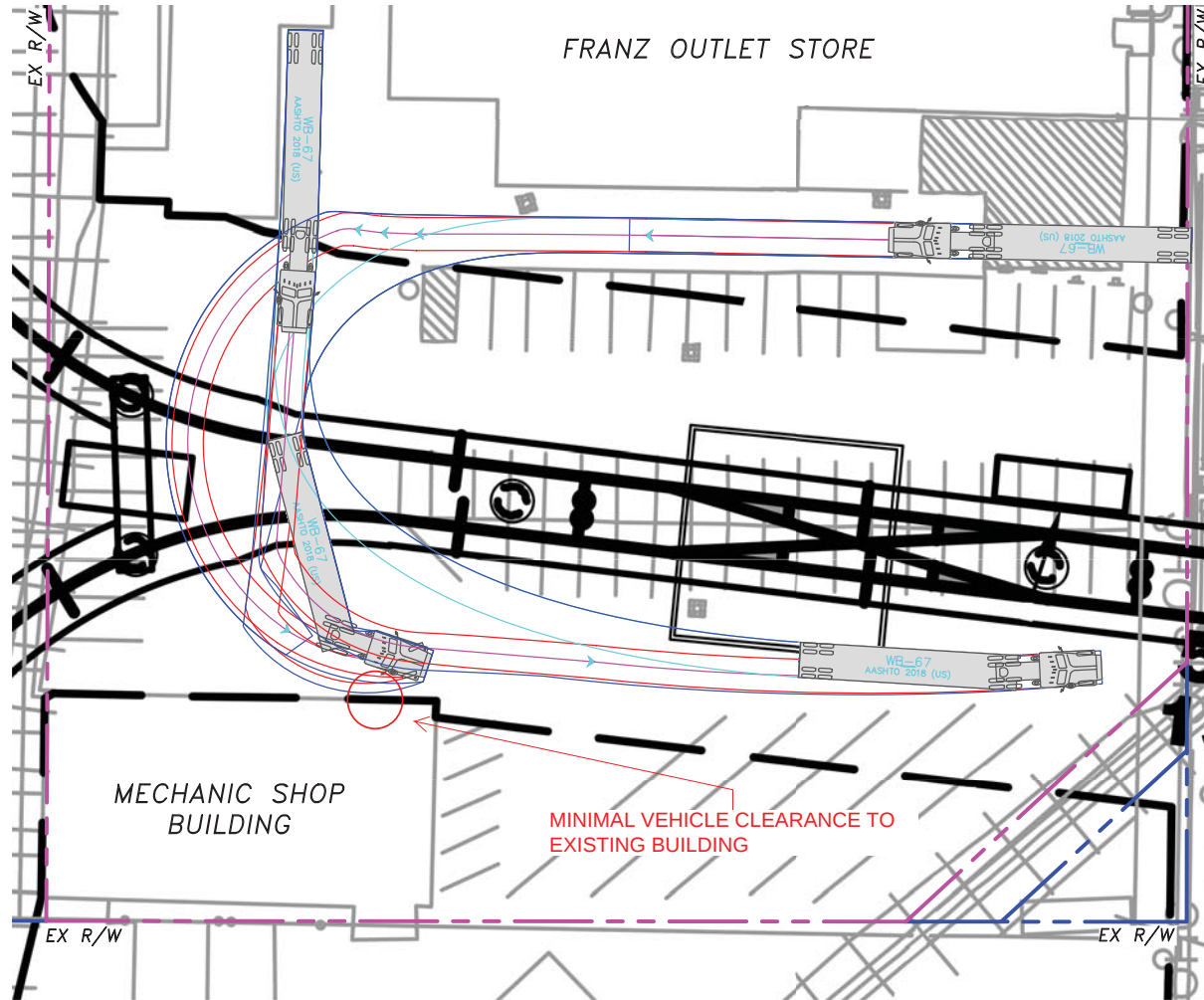
SHEET

3

OF

4

DATE: 04/26/2022



WB-67	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		

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4. OTHER DRIVEABLE PATHS MAY EXIST.

LEGEND

- VEHICLE BODY ENVELOPE
- FRONT TIRE PATH
- REAR TIRE PATH

PRELIMINARY - FOR DISCUSSION ONLY

0 30
SCALE IN FEET



TENW

Transportation Engineering Northwest

Transportation Planning | Design | Traffic Impact & Operations
11400 SE 8th Street, Suite 200, Bellevue, WA 98004 | Office (425) 889-6747

Project Contact: Michael Read, P.E.
Phone: 206-999-4145

GAI-FRANZ
6TH AVE / FORREST ST BUILDING

WB-67 DESIGN VEHICLE
PARKING LOT LOOP - BACKING IN

SHEET

4

OF

4

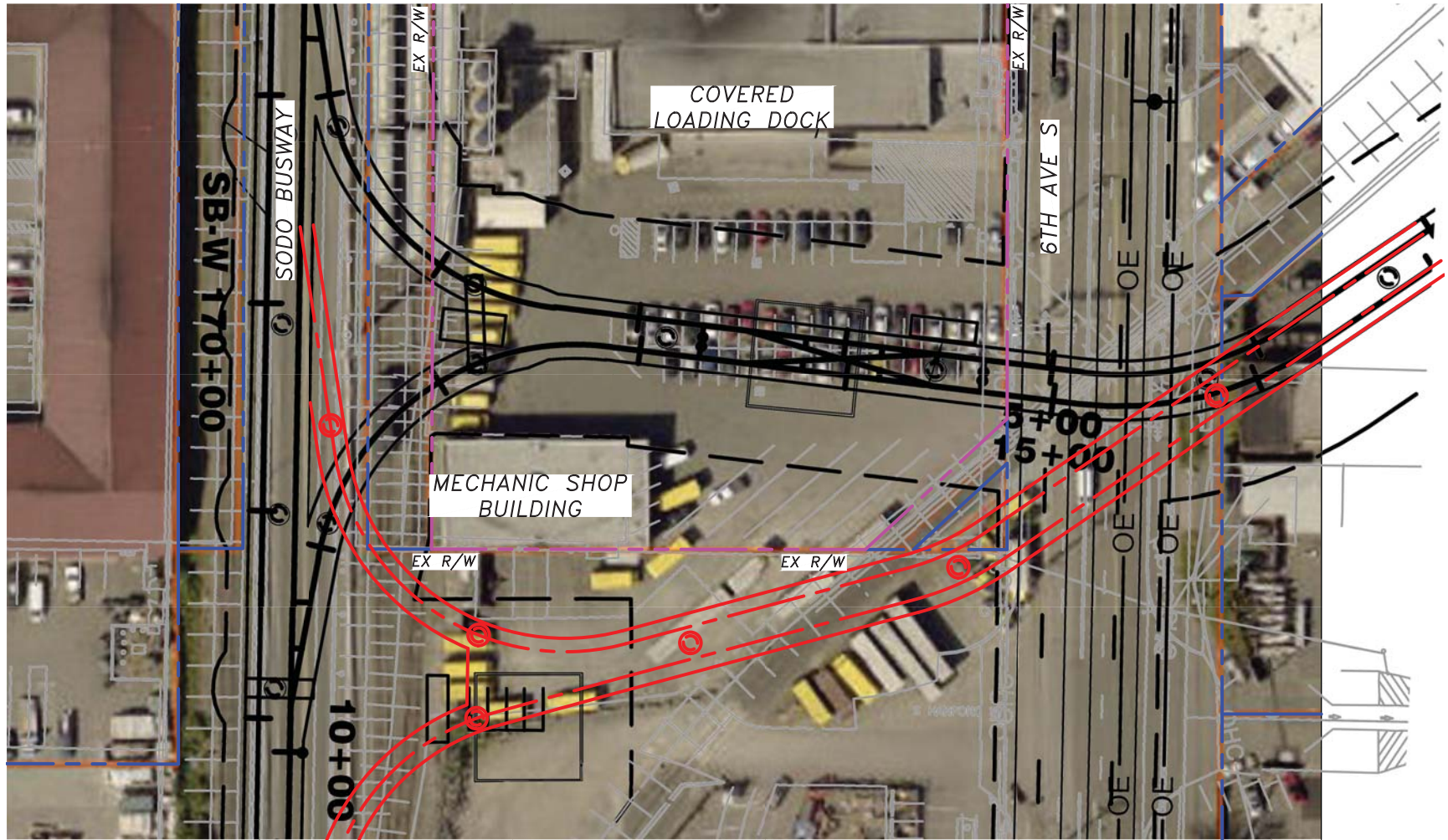
DATE: 04/26/2022

Exhibit 3
Roadway Closures Planned by Sound Transit in
Project Vicinity

6th Ave So. Pty LLC Ex. E



Exhibit 4
Alternative Elevated Guideway Alignment to Mitigate
Impacts to Gai/Franz Bakery Production Facility



PRELIMINARY - FOR DISCUSSION ONLY

0 50
SCALE IN FEET



TENW

Transportation Engineering NorthWest

Transportation Planning | Design | Traffic Impact & Operations
11400 SE 8th Street, Suite 200, Bellevue, WA 98004 | Office (425) 889-6747

Project Contact: Michael Read, P.E.
Phone: 206-999-4145

GAI-FRANZ
6TH AVE / FORREST ST BUILDING

PROPOSED RAIL ALIGNMENT

SHEET

1

OF

1

DATE: 04/11/2022



OPINION OF VALUE | 2901 6TH AVE S, SEATTLE, WA 98134

FRANZ BUILDING

Prepared by

Nick Ramirez

Associate Vice President
nick.ramirez@kidder.com





Date February 10, 2022

**RE: Brokers Opinion of Value
2901 6th Ave S
Seattle, WA, 98134
King County Parcel # 766620-4210**

Dear Don:

We have completed the following Opinion of Value. This Opinion is based on the property being environmentally clean. As you may be aware, a negative environmental report could drastically affect the value and marketability of the property.

Based on our evaluation, we feel this property today is worth **\$25,250,000**. If we were going to market this property for sale, we would recommend a higher asking price.

Please contact us if you have any questions.

Sincerely,

Nick Ramirez

This brokers' price opinion is not an appraisal as defined in chapter 18.140 RCW and has been prepared by a real estate licensee, licensed under chapter 18.85 RCW, who is not also state certified or state licensed as a real estate appraiser under chapter 18.140 RCW. The opinion is based on the property being environmentally clean.



TABLE OF CONTENTS

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Vicinity Aerial
Building Aerial

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Cost Approach to Value
Income Approach to Value
Market Approach to Value
Conclusion of Sale Analysis

03

TAX INFORMATION

Property Detail Report
Parcel Map

04

SALE COMPARABLES

PREPARED BY

NICK RAMIREZ
206.248.6521
nick.ramirez@kidder.com

KIDDER.COM

This information supplied herein is from sources we deem reliable. It is provided without any representation, warranty, or guarantee, expressed or implied as to its accuracy.



SECTION 01

PROPERTY DESCRIPTION

Vicinity Aerial

Building Aerial



PROPERTY DESCRIPTION

2901 6TH AVE S, SEATTLE, WA

The property is located in the South Seattle Industrial District, which is the oldest industrial concentration in the Puget Sound region. It is bordered by Seattle's Central Business District (CBD) to the north and extends approximately eight miles south. Martin Luther King Jr. Way bounds the district on the east and Hwy. 99 bounds it on the west. The district is

located primarily east of the Duwamish Waterway, a narrow river valley that empties into Seattle's Elliott Bay. The property's immediate neighborhood is referred to as SODO.

The neighborhood is characterized by older masonry industrial buildings used for light manufacturing, warehousing and retail stores with many of the buildings in the neighborhood benefitting from rail service.

*King County Tax Assessor provided

177,220 SF

LAND

122,903 SF

BUILDING*





VICINITY AERIAL





BUILDING AERIAL



An abstract geometric pattern of thin, light-brown lines forming a series of overlapping triangles and polygons, located on the left side of the page.

SECTION 02

PROPERTY EVALUATION

Cost Approach to Value

Income Approach to Value

Market Approach to Value

Conclusion of Sale Analysis



COST APPROACH TO VALUE

2901 6TH AVE S, SEATTLE, WA

The estimated replacement cost of a property is determined by establishing the cost of comparable land together with estimating specific construction costs and soft costs to arrive at a total valuation. The amount of accrued depreciation is estimated and deducted from the replacement cost to arrive at the current value of the property.

LAND VALUE

Land Value - If Vacant	177,220 SF	@	\$100 PSF	=	\$17,722,000
------------------------	------------	---	-----------	---	--------------

ESTIMATED REPLACEMENT COST OF IMPROVEMENTS

Building Value	122,903 SF	@	\$200 PSF	=	\$24,580,600
----------------	------------	---	-----------	---	--------------

Plus Indirect/Soft Costs	@	10%	=	\$2,458,060
--------------------------	---	-----	---	-------------

Total Replacement Cost				=	\$27,038,660
-------------------------------	--	--	--	----------	---------------------

Less Accrued Depreciation of Building Value	@	40%	=	(\$10,815,464)
---	---	-----	---	----------------

Estimated Value of Improvements				=	\$16,223,196
--	--	--	--	----------	---------------------

Total Estimated Value of Land and All Improvements				=	\$33,945,196
---	--	--	--	----------	---------------------



INCOME APPROACH TO VALUE

2901 6TH AVE S, SEATTLE, WA

The income approach produces an estimate of value or range of values by establishing a gross and net income and capitalizing the annual net income. Economic rental and capitalization rates are based on prevailing rates for comparable properties and open market sale transactions which indicate accepted capitalization rates for properties which have similar characteristics.

PROJECTED INCOME AND EXPENSE ANALYSIS

Gross Monthly Operating Income - from Existing Lease	=	\$75,760
Gross Annual Operating Income	=	\$909,119
Less vacancy and credit loss (5% of net rent)		(\$45,455)
Effective Net Income	=	\$863,664
Less Non-Reimbursed Operating Expenses		
Reserves (3%)	=	(\$25,909)
Misc. / Management (2%)	=	(\$17,273)
Net Operating Income	=	\$820,482

VALUE FOR INCOME APPROACH

Annual Net Operating Income	=	\$820,482
Probable Capitalization Rate	=	3.5%
Estimated Income Value	=	\$23,442,343



MARKET APPROACH TO VALUE

2901 6TH AVE S, SEATTLE, WA

The Market Approach produces an estimate of value of a property by comparing it with similar properties of the same type and class that have been sold recently or are currently offered for sale in the same or competing areas.

Comparable sales over the last year in the Kent area indicates a purchase price for similar properties ranged between \$200 and \$240 per square foot of building. The building sales vary widely in size, lot configuration, and location. Based upon our experience, we estimate the current market value for a purchaser of the property to be \$220 per square foot.

MARKET ANALYSIS

Land with Building	122,903 SF	@	\$220 PSF	=	\$27,038,660
--------------------	------------	---	-----------	---	--------------

In considering the comparable sales along with the competitive buildings, a comparable sales value of **\$27,038,660** is appropriate for the **Franz Building**.



Property Evaluation

\$33,945,196

**COST APPROACH
TO VALUE**

\$23,442,343

**INCOME APPROACH
TO VALUE**

\$27,038,660

**MARKET APPROACH
TO VALUE**

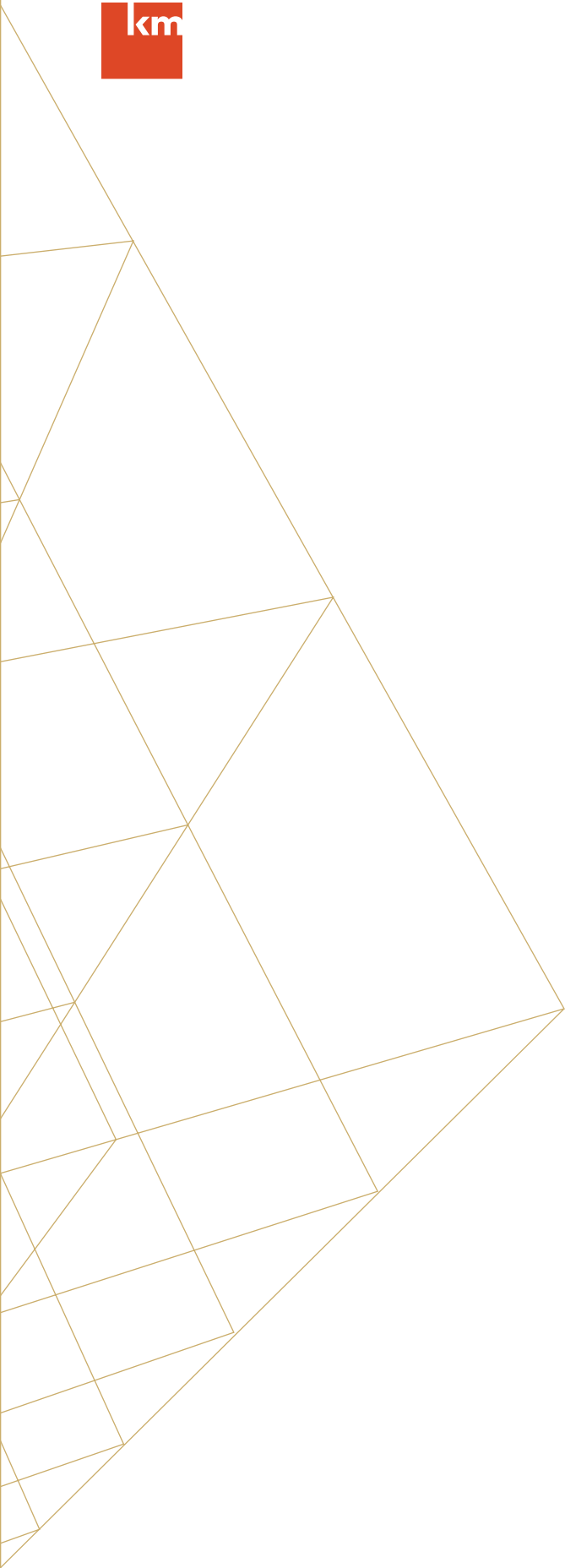
CONCLUSION OF SALE ANALYSIS

“

With these factors in mind, we feel that Franz Building located at 2901 6th Ave S, should be valued at \$25,250,000.

”





SECTION 03

TAX INFORMATION

Property Detail Report

Parcel Map



PROPERTY DETAIL REPORT

Owner Information

Owner Name 1	GAI, DONALD	Owner Name 2	--
Mailing Address	17301 NE 126TH PL REDMOND WA 98052	Owner Type	--
Vesting Code Desc	COMPANY/CORPORATION	Vesting Code	CO

Location Information

Legal Description SEATTLE TIDE LDS E 270 FT LESS 17 FT R/W OVER 12			
County	KING	Parcel No. (APN)	766620-4210
FIPS Code	53033	Alternative APN	--
Census Trct/Blk	009300/3	Legal Book/Page	--
Twnshp-Rnge-Sect	24-04-08	Map Reference	--
Legal Land Lot	12-22	School District	Seattle Public Schools
Legal Block	274	Subdivision	SEATTLE TIDE LDS BL 01-376

Last Market Sale Information

Recording Date	2002/06/28 00:00:00	New Construction	--
Sale Date	2002/06/28 00:00:00	1st Mtg Amount	--
Sale Price	--	1st Mtg Type	--
Price Per SF	--	1st Mtg Doc. No.	--
Price Per Acre	--	Sale Doc. No.	20020708001503
Deed Type	--	Transfer Doc. No.	20020708001503
Sale Type	--	Seller Name	--
Title Company	--	Lender	--

Last Transfer of Ownership

Recording Date	2002/07/08 00:00:00	Book Number	--
Doc. Number	20020708001503	Page Number	--
Doc. Type	BS		

Prior Sale Information

Recording Date	--	Sale Type	--
Sale Date	--	Transfer Doc. No.	--
Sale Price	--	New Construction	--
Sale Doc. No.	--	Title Company	--
Seller Name	--	Lender	--

Property Characteristics

Building Area	116,543 SF	Total Rooms	--
No. of Units	--	Bedrooms	--
No. of Stories	1	Bathrooms	--
Year Built	1952 / 1975 Effective	Basement	--
Condition	--	Basement Area	--
Construction	MASONRY	Heat Type	HOT WATER
Roof Type	--	Air Cond. Type	--
Roof Material	--	Fireplace	--
Parking Spaces	--		



PROPERTY DETAIL REPORT

Site Information

Zoning	IG1 U/85	Assessor Acreage	4.07
County Use Code	--	Calculated Acreage	4.07
County Use Code Desc.	INDUSTRIAL LIGHT MANUFACTURING	Assessed Lot SF	177,202
Calculated Lot SF	177,172	Land Use Code	5001
Assessor Lot W/D	/	Land Use Desc.	MANUFACTURING (LIGHT)
Topography	--	Land Use Category	INDUSTRIAL (GENERAL)

Tax and Value Information

Tax Year	2021	Improvement Value	\$1,865,500
Property Tax	\$162,283	Improvement %	13.07%
Tax Rate Code	0010	Market Value Year	2020
Tax Exemption	--	Total Market Value	\$14,270,900
Assessed Year	2020	Land Market Value	12405400
Assessed Value	\$14,270,900	Market Imprv. Value	1865500
Land Value	\$12,405,400	AVM Value	--

Hazard Information

Flood Zone	--	Flood Panel	53033C0630G
Flood Panel Date	08/19/2020	Wetland Type	--
Wetland Classification	--		



SECTION 04

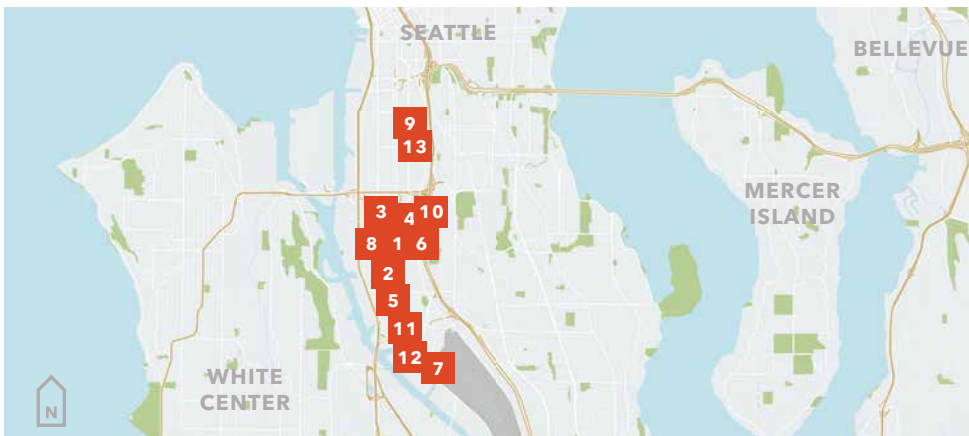
COMPARABLES

Industrial Sale Comparables

1ST QUARTER 2021

SEATTLE INDUSTRIAL REPORT

COMPARABLES



	Property	Sale Date	Sale Price	Bldg Size	Land Area	Bldg Price PSF	Land Price PSF
01	 6901 FOX AVE S Seattle, WA	4/5/21	\$21.1M	133,915	235,990	\$158.15	\$89.74
02	 7801 DETROIT AVE SW Seattle, WA	4/5/21	\$5.6M	3,300	31,363	\$1,703.06	\$179.20
03	 3849 1ST AVE S Seattle, WA	4/1/21	\$53.4M	177,827	295,336	\$300.59	\$180.99
04	 5516 4TH AVE S Seattle, WA	3/31/21	\$6.8M	17,216	21,344	\$394.98	\$318.59
05	 327 S KENYON ST Seattle, WA	3/31/21	\$2.1M	8,200	50,965	\$256.10	\$41.20

MARKET TRENDS

Large Sales	Improving
Leasing Demand	Slow
Demand for Sale Properties (All Sizes)	Improving
Bulk of Vacancy	30K+ SF
Rental Rates	Slightly Lower

↑ 4.02%

VACANCY
4TH QTR 3.39%

Provided by

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jim.kidder@kidder.com
[VCARD](#) [BIO](#) [LINKEDIN](#)

NICK RAMIREZ
206.248.6521
nick.ramirez@kidder.com
[VCARD](#) [BIO](#) [LINKEDIN](#)



COMPARABLES

	Property	Sale Date	Sale Price	Bldg Size	Land Area	Bldg Price PSF	Land Price PSF
06	 5910 CORSON AVE S Seattle, WA	3/18/21	\$6.8M	19,886	37,461	\$341.95	\$181.52
07	 10016 E MARGINAL WAY S Seattle, WA	3/15/21	\$2.1M	4,411	33,197	\$654.50	\$86.97
08	 5903 1ST AVE S Seattle, WA	3/8/21	\$6.8M	2,560	39,204	\$1,923.83	\$125.62
09	 2326 AIRPORT WAY S Seattle, WA	2/24/21	\$2.8M	21,580	81,457	\$592.33	\$156.92
10	 5620 AIRPORT WAY S Seattle, WA	2/24/21	\$4.9M	3,937	9,060	\$188.72	\$82.01
11	 8250 5TH AVE S Seattle, WA	2/1/21	\$12.7M	16,970	103,672	\$239.25	\$39.16
12	 500 S SULLIVAN ST Seattle, WA	2/1/21	\$743k	4,531	82,764	\$648.86	\$35.52
13	 2520 AIRPORT WAY S Seattle, WA	1/28/21	\$4.06M	20,725	71,874	\$289.51	\$83.48

AVAILABLE SPACES

01



SOUTH MONROE BUILDING
521 S Monroe St, Seattle

Rate

\$10,800/month, plus NNN

Space SF

12,000

Office SF

1,208

Features

4 drive-in doors. 21' clear height. Available 2/1/20

02



3635 E MARGINAL WAY S
Seattle

Rate

\$12,000/mo, NNN

Space SF

8,000

Office SF

800

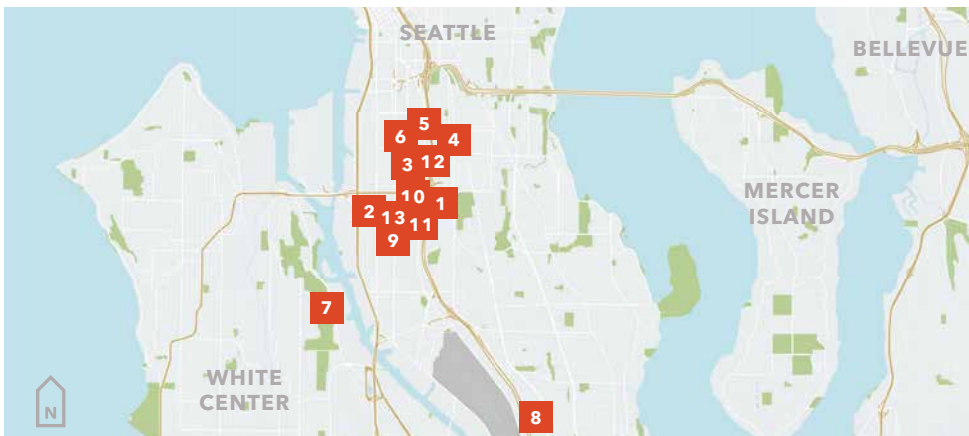
Features

New bldg, 4 drive-in doors, 1,500 SF add'l shop space with 1 GL door. Available now

2ND QUARTER 2021

SEATTLE INDUSTRIAL REPORT

COMPARABLES



	Property	Sale Date	Sale Price	Bldg Size	Land Area	Bldg Price PSF	Land Price PSF
01	 5030 1ST AVE S Seattle, WA	4/20/21	\$12.3M	43,473	46,609	\$282.93	\$263.90
02	 5333 2ND AVE S Seattle, WA (2 properties)	4/21/21	\$2M	1,253	14,792	\$1,596.17	\$135.21
03	 2701 4TH AVE S Seattle, WA	4/30/21	\$3M	9,848	26,972	\$304.63	\$111.23
04	 2408 1ST AVE S Seattle, WA (2 properties)	4/30/21	\$3.957M	28,200	27,877	\$140.33	\$141.96

MARKET TRENDS

Large Sales	Active
Leasing Demand	Inconsistent
Demand for Sale Properties (All Sizes)	Improving
Bulk of Vacancy	30K+ SF
Rental Rates	Increasing

↓ 3.58%

VACANCY
1ST QTR 4.02%

Provided by

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VCARD BIO LINKEDIN

NICK RAMIREZ
206.248.6521
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VCARD BIO LINKEDIN



COMPARABLES

	Property	Sale Date	Sale Price	Bldg Size	Land Area	Bldg Price PSF	Land Price PSF
05	 1700 AIRPORT WAY S Seattle, WA	5/7/21	\$9.5M	50,315	25,203	\$188.81	\$376.94
06	 2454 OCCIDENTAL AVE S Seattle, WA	5/13/21	\$16.45M	51,664	126,324	\$318.40	\$130.22
07	 7717 DETROIT AVE SW Seattle, WA (2 properties)	5/13/21	\$14.325M	50,034	718,003	\$286.31	\$19.95
08	 5201 1ST AVE S Seattle, WA (21 properties)	5/28/21	\$332.75M	782,309	2,123,389	\$425.34	\$156.71
09	 6111 12TH AVE S Seattle, WA	6/1/21	\$1.4M	4,680	5,100	\$299.15	\$274.51
10	 4000 1ST AVE S Seattle, WA (3 properties)	6/10/21	\$24.275M	92,608	153,673	\$262.13	\$157.97
11	 751 S MICHIGAN ST Seattle, WA	6/11/21	\$2.88M	20,495	27,007	\$140.52	\$106.64
12	 3625 1ST AVE S Seattle, WA	6/18/21	\$22M	67,173	199,940	\$327.51	\$110.03
13	 5304 3RD AVE S Seattle, WA	6/29/21	\$2.9M	8,480	9,583	\$341.98	\$302.62

AVAILABLE SPACES

01



SOUTH MONROE BUILDING
521 S Monroe St, Seattle

Rate	\$10,800/month, plus NNN
Space SF	12,000
Office SF	1,208
Features	4 drive-in doors. 21' clear height. Available now

02



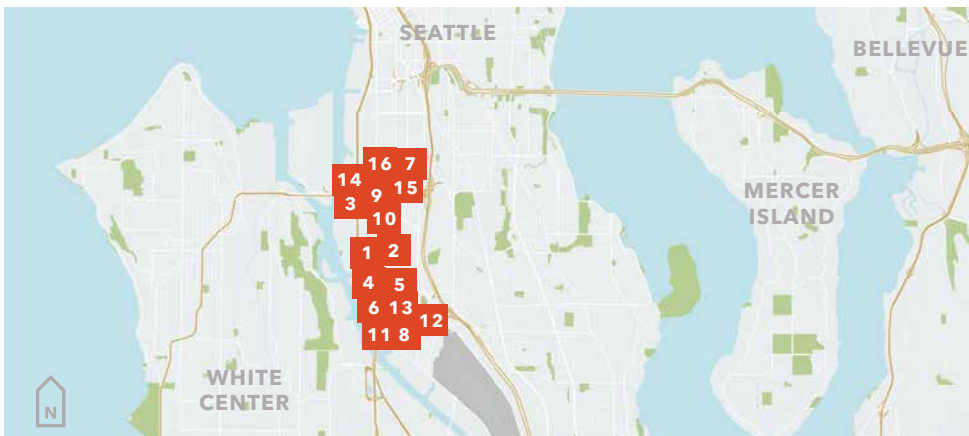
LONESTAR BUILDING
6335 1st Ave S, Ste E, Seattle

Rate	\$11,512/mo, NNN
Space SF	10,465
Office SF	858
Features	1 DH / 1 GL Flexible term and TI's available

3RD QUARTER 2021

SEATTLE INDUSTRIAL REPORT

COMPARABLES



	Property	Sale Date	Sale Price	Bldg Size	Land Area	Bldg Price PSF	Land Price PSF
01	 96 S ALASKA ST Seattle, WA	7/9/21	\$5.1M	20,832	24,829	\$244.82	\$205.40
02	 633 S SNOQUALMIE ST Seattle, WA	7/23/21	\$3.1M	10,106	15,245	\$306.75	\$203.35
03	 3401 COLORADO AVE Seattle, WA	7/28/21	\$5.5M	33,462	40,075	\$164.96	\$137.74
04	 5609 4TH AVE S Seattle, WA	8/6/21	\$700K	1,700	2,613	\$411.76	\$267.89

MARKET TRENDS

Large Sales	Active
Leasing Demand	Inconsistent
Demand for Sale Properties (All Sizes)	Improving
Bulk of Vacancy	30K+ SF
Rental Rates	Increasing

↑ **3.73%**

VACANCY
2ND QTR 3.58%

Provided by

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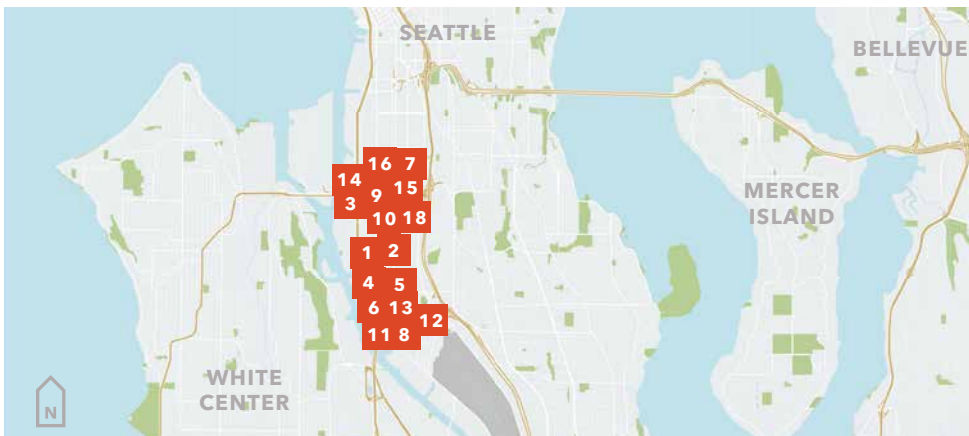
COMPARABLES

	Property	Sale Date	Sale Price	Bldg Size	Land Area	Bldg Price PSF	Land Price PSF
05	 225 S LUCILE ST Seattle, WA	8/9/21	\$4M	18,232	37,897	\$219.39	\$105.55
06	 206-218 S BRANDON ST Seattle, WA	8/17/21	\$4.7M	19,344	26,136	\$242.97	\$179.83
07	 1736 4TH AVE S Seattle, WA	8/19/21	\$5.8M	13,132	16,117	\$441.67	\$359.87
08	 1024 S ELMGROVE ST Seattle, WA	8/24/21	\$3.85M	10,244	42,510	\$375.83	\$90.57
09	 2921 1ST AVE S Seattle, WA	8/24/21	\$2.1M	12,000	8,712	\$175.00	\$241.05
10	 3667 1ST AVE S Seattle, WA	8/26/21	\$3.92M	11,900	27,878	\$329.92	\$140.83
11	 734 S MONROE ST Seattle, WA	8/26/21	\$1.4M	4,000	5,000	\$350.00	\$280.00
12	 1535 S ALBRO PL Seattle, WA	9/3/21	\$2.05M	9,493	17,859	\$215.95	\$114.79
13	 305 S DAWSON ST Seattle, WA	9/3/21	\$1.9M	5,428	10,018	\$354.64	\$192.15
14	 25-29 S HANFORD ST Seattle, WA	9/10/21	\$10.3M	34,983	47,916	\$295.14	\$215.48
15	 1760 4TH AVE S Seattle, WA (2 properties)	9/15/21	\$13.7M	34,292	64,394	\$400.97	\$213.53
16	 1521 1ST AVE S Seattle, WA (2 properties)	9/21/21	\$251M	347,874	93,779	\$722.24	\$2,679.17

4TH QUARTER 2021

SEATTLE INDUSTRIAL REPORT

COMPARABLES



	Property	Sale Date	Sale Price	Bldg Size	Land Area	Bldg Price PSF	Land Price PSF
01	 1709 AIRPORT WAY S Seattle, WA	1/11/22	\$14.4M	35,500	100,802	\$408.28	\$143.79
02	 5215 5TH AVE S Seattle, WA	12/30/21	\$2.2M	8,008	10,019	\$285.96	\$228.57
03	 225 S LUCILE ST Seattle, WA	12/27/21	\$1.08M	20,092	37,897	\$53.75	\$28.50
04	 13-21 S NEVADA ST Seattle, WA	12/23/21	\$10.47M	39,900	62,726	\$262.53	\$167.00

MARKET TRENDS

Large Sales	Active
Leasing Demand	Inconsistent
Demand for Sale Properties (All Sizes)	Improving
Bulk of Vacancy	30K+ SF
Rental Rates	Increasing

↓ 3.63%

VACANCY
3RD QTR 3.73%

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COMPARABLES

		Property	Sale Date	Sale Price	Bldg Size	Land Area	Bldg Price PSF	Land Price PSF
05		3430 E MARGINAL WAY S Seattle, WA	12/20/21	\$3.3M	16,300	23,522	\$202.45	\$140.29
06		9014 14TH AVE S Seattle, WA	12/17/21	\$1M	696	9,801	\$1,436.78	\$102.03
07		500 S PORTLAND ST Seattle, WA	12/16/21	\$10.9M	75,000	103,673	\$146.00	\$105.62
08		818 S DAKOTA ST Seattle, WA	12/7/21	\$7.9M	24,670	56,628	\$320.23	\$139.51
09		4601 W MARGINAL WAY Seattle, WA	12/2/21	\$1.8M	1,600	52,272	\$1,125.00	\$34.44
10		2701 AIRPORT WAY S Seattle, WA	11/24/21	\$1.3M	2,465	8,276	\$527.38	\$157.08
11		2260 1ST AVE S Seattle, WA	11/22/21	\$1.55M	1,235	8,002	\$1,255.06	\$193.70
12		6401 CARLETON AVE S Seattle, WA	11/12/21	\$1.65M	15,278	24,829	\$108.00	\$66.45
13		703 S MONROE ST Seattle, WA	11/2/21	\$1.75M	N/A	20,000	N/A	\$87.50
14		5300 4TH AVE S Seattle, WA	10/29/21	\$4.12M	12,755	14,584	\$323.10	\$282.58
15		404 S BRANDON ST Seattle, WA	10/29/21	\$3.2M	1,848	15,555	\$1,731.60	\$205.72
16		1237 S DIRECTOR ST Seattle, WA	10/28/21	\$1.7M	7,056	45,738	\$240.93	\$37.17
17		6251 AIRPORT WAY S Seattle, WA	10/15/21	\$18.42M	24,929	74,488	\$739.10	\$247.36
18		2400-2450 8TH AVE S Seattle, WA	10/7/21	\$32M	85,213	108,029	\$375.53	\$296.22

CONTACT

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KIDDER MATHEWS

12886 Interurban Avenue S
Seattle, WA 98168

KIDDER.COM



EXHIBIT G

From: Lutu, Leroy <Leroy.Lutu@marcusmillichap.com>
Sent: Monday, February 28, 2022 12:17 PM
To: Lutu, Leroy <Leroy.Lutu@marcusmillichap.com>
Subject: Franz Bakery Warehouse - 2901 6th Ave S, Seattle

Hi Don,

I was having a difficult time tracking down the best phone number to reach you by telephone, however, I was hoping to speak to you directly. I hope this emails will suffice for now.

My team and I have recently closed several large industrial deals in Seattle and on the eastside – totaling over \$70,000,000 in 2021.

Specifically, one of the groups we closed a \$34,000,000 industrial property last year has given me some intimate details and strategy to acquire up to 2+ million more square feet of industrial real estate in Seattle and surrounding markets in the next 24 months.

They have a long-term hold strategy, and I have experienced first had their capability of paying the most competitive, top-market prices.

As of right now there is, quite literally, no industrial inventory on the market. Considering the lack of inventory and their aggressiveness on off-market opportunities currently, I believed it would be very worthwhile to talk to you in regards to your industrial building at 2901 6th Ave S. The timing seems serendipitous, given the extremely favorable market conditions for owners of industrial property in the area.

Based on the information I have, your property (2901 6th Ave S) in Seattle is approx.. ~122,903+/- SF. At some of the most recent industrial pricing metrics we've transacted (\$300-\$320/sf +) in Seattle and on the Eastside, I believe they could produce an offer around \$36,000,000-\$39,000,000+ for the property.

Based on what I know about their interest, openness, and vast liquid capital which they are actively looking to deploy, I believe this would be very worthwhile and beneficial to explore with you further.

Kindly give me a call at your earliest convenience or let me know when there is a good time to connect. I look forward to speaking with you.

Thank you.

Best regards,

Leroy Lutu
Associate Director

601 Union Street, Suite 2710, Seattle, WA 98101
E: Leroy.Lutu@marcusmillichap.com
O: (206) 826-5689
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April 28, 2022

VIA EMAIL

WSBLEDEIScomments@soundtransit.org

Lauren Swift
Sound Transit
401 S. Jackson St.
Seattle, WA 98104-2826

Bruce Harrell
Mayor of the City of Seattle
600 Fourth Ave, 7th Floor
Seattle, WA 98104

Dear Ms. Swift and Mayor Harrell:

We write this letter to articulate the SODO Business Improvement Area's preferred station alternative 1b, share our technical concerns and requests for additional information and analysis in the DEIS, as well as to layout the desired framework for insuring SODO's needs are met during the ten-year construction period and beyond. In our opinion, SODO has been treated as an after-thought, a neighborhood to be damaged for the greater ST3 good, and not a focus of concern. We hope this will change, and that Sound Transit and the City of Seattle will collaborate with us to bring about a state-of-the-art transfer station and high-performing multi-modal transportation network that serves SODO.

Background:

The SODO Business Improvement Area (BIA) is a robust and diverse 950-acre (41,382,000 SF) business district centered around a strong industrial base critical to Seattle's people and its economy. Created under the auspices of the City of Seattle in 2014, the SODO BIA mission is to Advocate for a Safe, Clean, Connected and Engaged SODO. The SODO BIA strives to achieve this mission through a variety of activities implemented to support and be a voice for the SODO community consisting of more than 1,200 businesses that employ over 50,000 people.

The SODO BIA works tirelessly to make SODO a community where business can thrive, and we know that transportation plays such an important role in this complex environment. We support many successful transportation projects including the completion of the Lander Street Overpass

and funding for the East Marginal Way South Corridor Improvement Project. We understand the complex nature of our roads and the intersection of freight, vehicles, bicycles and pedestrians and advocate for safe corridors for all users. While SODO is a business and economic hub, we are home to a few hundred residents, 75% of which do not use public transportation.

Like the residents of SODO, a large majority of the workers in SODO do not rely on public transportation. Rather, the transportation infrastructure in SODO serves to pass people through SODO to the downtown core and stadiums. When passing through SODO, downtown workers and stadium attendees depend in large part upon the SODO Trail (for bikes and pedestrians) and the E3 busway (60 buses an hour) to get to their destinations. Yet Sound Transit, King County Metro, and the City of Seattle still have no plan for how to relocate these significant transportation services for 10 years and beyond- safely and efficiently and without bringing SODO's industrial base and freight to a grinding halt.

With SODO's little to no reliance on public transportation, it is no surprise that the SODO Sound Transit Lander Street Station is an underperformer with only an average of 28 boardings a day pre-pandemic. However, it is not just the lack of public transit usefulness that detracts riders in SODO from Link rail. It cannot be stated enough that the primary concern among SODO property owners, businesses, and workers is public safety, and the current SODO station has failed to provide a location for riders to feel safe. With its remote location away from the street, poor lighting, delayed maintenance, difficult drop-off or pick-up, no restrooms, no ambassadors, and very few eyes on the street, the current SODO station's design causes it to underperform. Sound Transit 3 promises more of the same and worse if the station alternative 1b is not selected.

The Sound Transit 3 (ST3) plan is only focused on moving people through SODO. There are no planned transportation improvements for SODO itself. Instead, ST3 plans to permanently take and sacrifice sections of Seattle's precious industrial lands, for commuters wanting to pass through. Threatening essential legacy Seattle businesses and workers at Pacific Iron and Metal and Franz's Bakery, just to name two. ST3 also seemingly plans to destroy the SODO Track indefinitely, a local and national treasure known for its outstanding cityscapes and award-winning public art. ST3 should include a focus on climate impacts, equity for isolated communities in Georgetown, and the need to finally fix the missing link from Georgetown to SODO, and plan to safely relocate vulnerable roadway users.

Equally troubling about the plans to permanently damage SODO was the damage done to SODO by cutting it in half with the Link rail development itself. This became obvious when the DEIS was released and ST3 did not grant SODO 'Community Advisory Group' status. Instead, SODO was cut in two, and the SODO BIA was forced to attend both the West Seattle/Duwamish Community Advisory Group and the Chinatown International District/SODO Community Advisory Group. This made it immensely difficult for property owners and businesses to understand the true impact the construction and final infrastructure will have on SODO, and it negatively impacted SODO's ability to equitably participate in the ST3 planning process. Advocacy efforts were split and had to fight for time with the other neighborhoods.

With no material ST3 Link rail ridership to come from SODO businesses, workers, or residents, ST3 offers little to nothing in benefits for SODO. Rather, SODO businesses and workers will be temporarily and permanently displaced, and those still here will be suffering under ten years of construction disruption and traffic-jammed streets. Then, because the new SODO station will be a transfer station where riders must wait for trains, more crime can be expected at the station. These issues must be vigorously mitigated.

Specific Comments and Requests:

The SODO BIA's first objection is to the permanent displacement of any business out of the SODO district. Many of our companies have been here for decades and depend on their proximity to the Port of Seattle, downtown, and the I-5/I-90 interchange and cannot relocate easily. Taking these businesses means losing industrial land and demolishing and closing family businesses that have built the City and region and provide for its food security. As such, the final plan should prioritize ensuring that SODO historic small **businesses** and companies like Pacific Iron and Metal and Franz's Bakery **remain in SODO**.

With regards to the alternatives in the DEIS, it was not possible for the SODO BIA to agree on which one was "best" because each alternative presents dire negative consequences for SODO and Seattle. Rather, our task was to focus on which alternative was the least worst or least objectionable. Collectively, **the SODO BIA's preferred station alternative is 1b**. This alternative would take the underutilized Post Office Garage at the corner of 4th & Lander St. This garage is often cited as a public safety concern for pedestrians who must walk by it when accessing the current SODO station and is a barrier to community cohesion in SODO. Station 1b also moves the station and access to Lander St which is the main east-west connector for pedestrians accessing employment centers on 1st Ave S. This alternative appears to cause the least impacts to SODO legacy businesses and will create the best commuting option for those who do use the SODO station.

This new transfer station, bringing airporters, Downtown, and West Seattle together **should be a premier station with amenities** like drop-off and pick-up areas, ambassadors, restrooms, circulator buses, sidewalks, and safe pedestrian routes to major destinations and beyond. As such, with actual detailed planning in its infancy, and too many critical details still unknown and likely undecided, it remains imperative that the SODO BIA receive more technical assistance during ST3's planning and construction. **Sound Transit should organize a multi-disciplinary team** uniquely qualified to support SODO businesses and workers, solve traffic problems, provide relocation assistance, and create a premier station.

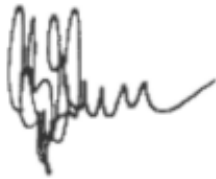
One of the best ways Sound Transit and the City of Seattle can help the SODO BIA is by entering into a **Memorandum of Agreement** that will protect in place SODO's businesses, workers, residents, and commuters, and provide a high-performing multi-modal transportation network. **This should include a SODO/Duwamish Community Advisory Group; Neighborhood Traffic Mitigation Committee, Construction Hub Coordinator, Land Use planning, regular in-person/on-site information and meetings with SODO BIA leadership, and a Mitigation Fund.**

Most importantly, achieving the above-stated goals will only be possible with a significant **SODO Mitigation Fund**. Where ST3 condemnation payments and mitigation end, the City of Seattle should provide a **SODO Mitigation Fund for businesses and workers impacted during construction, including displaced/relocated businesses and workers; complete replacement in-kind of the SODO Trail during and after construction; complete the missing Georgetown to SODO bike/pedestrian link; install a permanent stoplight at Forest and 4th Ave; create safe pedestrian routes to the Link rail (circulator buses, lighting, sidewalks, ambassadors, police response performance goals); and support other economic development activities.**

Thank you for your attention to this very important matter. We look forward to working with you collectively to protect, preserve, and enhance SODO's unique and critical business community.

Best regards,

SODO Business Improvement Area

A handwritten signature in black ink, appearing to read 'Erin Goodman', with a stylized, flowing script.

By: _____
Erin Goodman
Executive Director

Attachment A: TECHNICAL MEMORANDUM

The purpose of this technical memorandum is to provide preliminary comments on the transportation and traffic analysis in the Sound Transit West Seattle to Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS). The comments will focus on the SODO segment.

General

In general, the DEIS lacks disclosure of relevant data. This lack of information and data limits the ability of the reader and impacted stakeholders to adequately comment on the project, the impacts, and mitigation. A lack of information and data is inequitable to stakeholders and community groups with fewer resources. A few key examples are described below followed by comments on DEIS chapters.

For example, figures showing cross-sections of reconstructed roadways do not show lane widths or LRT alignment widths. While only at the 10% or less design level, the figures should disclose the lane widths used in the design. If a range of widths is still under consideration this should be disclosed. Lane widths are very important features of the roadway for freight mobility and safety and a very important feature for pedestrians. The LRT alignment widths would provide context for evaluating alternative alignments. The reader is unable to respond to the impacts of the reconstructed roadway segment without this information.

Request: Disclose the lane widths, track widths, and LRT footprint widths used in the DEIS design on figures that are shown in the body of the DEIS.

For example, the analysis of transit ridership is missing information on who the riders are at the SODO station and in the SODO area. The one indicator of riders is that the DEIS states that the majority of riders at the SODO station are transfers. The questions that are generated are then, who benefits from this station and who is impacted? This question should be answered in the equity section. Of concern is that the SODO station is being designed for riders passing through SODO with the impacts affecting the SODO community. Transit riders that are the typical downtown commuter now have permanently revised commute patterns post-Covid and will be commuting fewer days per week as work-from-home has become normal. It is most important to recognize that these commuters most often have a choice as to whether or not to commute. Industrial workers, workers associated with commercial activities in the SODO area, and essential workers do not have that choice. Their work hours are also outside the traditional 9am to 5pm of normal business hours. Their origins and destinations may not be in the same neighborhoods

as higher-income riders. Of note, although difficult to quantify, the SODO station does not realize full ridership potential due to a reduction in people's willingness to ride transit due to the real and perceived personal safety issues.

Request: Include an analysis of transit riders by type in the equity analysis and disclose who benefits, and who bears the impact.

For example, in Chapter 1 Purpose and Need the "South King County High-Capacity Transit Corridor" (2014d) is cited, and a statement is made that the study forecasts that "...light rail transit ridership would be higher than bus rapid transit ridership" for the West Seattle to downtown extension." There is no citation as to how many additional riders would use light rail versus bus rapid transit. This lack of data in the DEIS limits the ability of the reader and stakeholders to evaluate the level of impact versus benefit. A small marginal difference in ridership would be a very different scenario than a large difference in ridership. In addition, transit forecasts would have substantially changed with permanent changes in transit ridership following the Covid pandemic. The Sound Transit system has substantially changed since the preparation of the 2014 study with BRT connecting Renton to Tukwila and Burien. A reduction in light rail ridership could warrant revisiting the light rail versus bus decision and a shift back to bus rapid transit would be a significant cost savings. The cost savings could also provide the opportunity to advance social equity by providing a higher level of transit service to the Georgetown and South Park neighborhoods.

Request: Present the data used in the statement that light rail transit ridership would be higher than bus rapid transit for the Downtown to West Seattle Link Extension based on the current ST3 conditions. Review and revise forecasts based on trip-making changes post Covid. See comments on Appendix N.1.A Methodology below. Include "advance social equity" in the consideration of South King County HCT extensions.

For example, the "Third-party Funding" option of the SODO station alternatives is not explained in the chapters following Chapter 2 Alternatives Considered. It is unclear to the reader if the third-party element of the alternative is included in the project analysis. It is unclear what the project alternative is, and what the impacts and mitigation are if the third-party element is not funded. The source of third-party funding is not disclosed making it impossible to assess the risk of achieving third-party funding.

Request: In Table 2-1. Summary of West Seattle Link Extension Alternatives and Design Options Evaluated in the Draft Environmental Impact Statement, add the third-party funding option and clarify if the third-party funding option is included in the preferred alternative analysis within the

subsequent DEIS chapters. Repeat the third-party funding assumptions and if the third-party option is included in the preferred alternative in each chapter of the DEIS and appendices. If third-party funding options are not part of the preferred alternative analysis, remove the third-party funding from all figures presenting analysis. Disclose the source of third-party funding and if there are any third-party funding commitments at the time of the document publication.

Chapter 1. Purpose and Need

1.2.1 Purpose of the WSBLE Project

The purpose and need states over-arching goals such as, “The City desires to increase densities, create public spaces, and make transit and public services more convenient.” The purpose and need statement do not recognize the unique land uses in the Manufacturing/Industrial Centers (MICs) and city policy to protect these land uses.

Request: Add a purpose statement that speaks to protecting existing and planned land uses that are elements of the regional economy and the contribution to the regional economy. Expand upon the unique trip-making patterns of the MICs in the transportation chapter with appropriate analysis of those trips. Provide reference to the types of jobs and well-paying jobs that are unique economy of the MICs from the economic analysis.

1.2.1 Need for the WSBLE Project

1.2.2.1 Increasing Roadway Congestion will Further Degrade Transit Performance and Reliability.

The following need statement is made in this section. “Most roadways in the project corridor cannot be expanded to accommodate increasing demand without substantial property acquisitions because of limited right-of-way.” It is inaccurate and disingenuous to make this statement about roadways when there is limited right-of-way for constructing the link rail alignment resulting in substantial property acquisitions for the link rail alignment, stations, and construction.

Request: Delete this need statement.

Footnote 1 states that: “Puget Sound Regional Council acknowledges that the current pandemic may have effects on the economy that could alter long-range forecasts. Puget Sound Regional Council’s next regional forecast is anticipated no earlier than 2023. For the purposes of this Draft Environmental Impact Statement, the Puget Sound Regional Council’s current forecasts are

applied to the analysis.” At this point in the pandemic, there are permanent changes to commuting patterns that should be acknowledged and accounted for. Office workers will no longer commute to downtown Seattle five days per week. This is evidenced by current shifts to cubical “hoteling” by the private sector and government offices including Sound Transit and King County Metro. Such a shift in commute patterns significantly alters the travel demand forecasts. In addition, office workers will always have a choice as to whether a commute trip is made. Essential workers, industrial works, and other types of workers have different work schedules, home-to-work origins and destinations, and must travel to work.

Request: Use the revised regional forecasts expected in 2023 as the basis for WSBLE infrastructure decisions. The revised forecasts will affect the alternatives analysis for high-capacity transit (HCT) mode choice. The revised forecasts should re-visit the choice of bus versus rail to West Seattle. The revised forecasts should quantify the trip types by type of employment and establish the basis for those work trips that are a choice versus those work trips that are not a choice, and which work trips benefit versus those employment types that are impacted. Specifically, the land uses with employment in the SODO area are significantly impacted and the office-work jobs community between West Seattle and downtown are trips that are reduced, trips made by choice, and trips receiving the benefit of the WSBLE project.

Table 3-3 states that there will be 20,000 additional daily riders in 2042 with the Build alternative. Twenty thousand daily riders is not a large number of riders for a project of approximately \$12 billion dollars.

Request: Revisit the project definition, consider scaling back, and provide additional funding to the SODO station to ensure the SODO station is developed to best serve the SODO community.

Chapter 2. Alternatives Considered

6.2.1 No Build Alternative

The statement “Under the No Build Alternative, the WSBLE Project would not be built and there would be no new high-capacity transit in the project corridor.” is inaccurate. ST3 identifies a high-capacity transit (HCT) improvement for the West Seattle to Downtown corridor and does not specify the HCT mode. The 2014 alternatives analysis determined the mode as light rail and not a bus mode. The purpose and need for the WSBLE subsequently identified that the purpose is to build light rail. If light rail is not constructed bus HCT modes remain an option for the West Seattle to Downtown HCT corridor and new HCT could be built in the corridor. To state that “there would be no new high-capacity transit in the project corridor” is inaccurate. The proposed project could be revised and another HCT mode proposed.

Request: Revise the sentence to read, “Under the No Build Alternative, the proposed WSBLE Project in this DEIS would not be built. Alternative HCT modes would be re-evaluated, and a new build alternative would be proposed. The remainder of the paragraph and the second paragraph should be revised appropriately.

Chapter 3. Transportation Environment and Consequences

3.4.3 Environmental Impacts of the Build Alternatives

The SODO busway provides a convenient transfer between rail and bus. Transit riders will be impacted by the increase in transfer time to walk to bus routes on 4th Avenue South and 6th Avenue South.

Request: Prepare analysis to riders and travel time for the closure of the SODO busway, both in the permanent condition and during construction. Provide information on the transit riders affected.

The footnote in this sentence is not actually explained. The explanation is a generic description of what a formula fund is, but there is no explanation as to how formula funding affects transit providers.

Request: Provide an explanation of the formula funding and its effects on the SODO busway.

The number of transit riders passing through the SODO station, the transfers, and the boarding and alighting at the SODO station is important information for the reader to evaluate the impacts and benefits of the alternatives. This information is incomplete.

Request: Expend Table 3-6. 2042 P.M. Peak Hour Station Trip Generation by Mode (Boardings and Alightings) – West Seattle Link Extension, to include riders passing through the station, transfers to light rail, transfers to bus, and boarding and alighting with destinations in SODO.

Transit vehicle travel time is evaluated, but not travel time for transit riders. Impacts on transit riders boarding and alighting at the SODO station or transferring to bus are not disclosed.

Request: Evaluate travel time for riders at the SODO station with destinations in SODO and riders transferring to bus transit.

Alternatives that close the Busway and shift buses to 4th Avenue South and 6th Avenue South are lacking in the evaluation of the quantity of buses and their operations during the am peak period, pm peak period, and the SODO mid-day peak. There are impacts associated with shifting 40 to 60 buses to arterial streets that have not been addressed. For example, during daytime hours the garbage trucks traveling to and from the recycling center can back up to one-half mile in both directions. Articulated buses have been observed blocking South Lander Street.

Request: Prepare bus transit operational analysis for buses shifting from the busway to arterial streets. Prepare analysis of street and intersection operations with buses shifting to arterial streets. Prepare infrastructure mitigation to manage bus operations, the increase in pedestrian travel to/from buses and the SODO station, conflicts with existing truck activity, and signal operations.

There are numerous rail facilities and rail owners in the SODO segment. A visual inventory of rail facilities is needed to understand the impacts to rail facilities, and the impacts of the alternatives in the context of rail facilities. The random text regarding impacts to rail facilities is difficult to follow and difficult to understand.

Request: Provide a figure showing the existing inventory of rail facilities including spurs and grade separations. Label each of the rail facilities, and destinations such as King Street Center, and indicate in the text the daily operations for those facilities. Show the future No Build in a figure and text and describe future plans and programs for each of the rail facilities. Disclose a past request by Amtrak to vacate South Holgate Street, which may again become an active request. In Chapter 5 it would be good to add the term with regard to the Amtrak proposal that it is a “reasonable foreseeable future action”.

3.5.3.3.2 SODO Segment

The second sentence below may or may not be accurate: “Preferred Alternative SODO-1a and Option SODO-1b would permanently close the SODO Busway, with 30 to 50 total buses in the peak hour using parallel streets such as 4th Avenue South and 6th Avenue South. However, intersection L.O.S. results would not change compared to the No Build Alternative.”

Request: Confirm that the bus volumes, bus equivalent vehicle units, and bus dwell time are included in the L.O.S. analysis. Confirm the intersections analyzed for L.O.S. are adequate to disclose the impacts of shifting bus volumes to 4th Avenue South and 6th Avenue South. Disclose if there are transit signal priority treatments at intersections on 4th Avenue South and 6th Avenue South with the alternative or as mitigation. Review the document for consistency in

shifted bus volumes (see Safety section). In the paragraph quoted above, site the data that confirms that intersection L.O.S. results would not change.

3.8 Safety

In section 3.8.3.2 SODO Segment, the text is missing safety impacts of alternatives that close the SODO nonmotorized trail that would shift bicycles and pedestrians to 1st Avenue South and 4th Avenue South. Serious injuries and fatalities could be expected to increase when bicycles are shifted from a protected separate pathway to an arterial street. In addition, the SODO nonmotorized trail is planned to connect to pathways in the Georgetown and South Park neighborhoods that would use the trail to access the SODO station. There are safety impacts of shifting bicycles to 1st Avenue South and 4th Avenue South on traffic flow and the rider walk route between the station. Additional buses on arterial streets will increase modal conflicts, modal conflicts result in an increase in crashes between modes.

Request: Prepare a safety analysis of closing the SODO Non-motorized trail and of closing the E3 busway. Quantify and show the increase in modal conflicts for all modes. Quantify and show the effects of closing the SODO nonmotorized trail on the pedestrian and bicycle network to and from important origins and destinations such as employment on 1st Avenue South and the Georgetown and South Park neighborhoods and the resulting travel on 1st Avenue South, 4th Avenue South, and 6th Avenue South. Use the “Safety Systems Approach” to evaluate the increase in risk of bicycle travel on similar arterials compared to a protected facility.

Quantify and show the increase in modal conflicts for shifting buses to arterial streets along the length of the routes used due to the closure of the Busway. Show midday conflicts with freight traffic. Show the changes to the rider walk routes to bus stops and the increase in modal conflict. Disclose that an increase in modal conflict results in an increase in crashes between modes.

There is a statement, “With Alternative SODO-2, the elevated guideway for the West Seattle Link Extension would be grade-separated from the roadway. No portion of the guideway would be within the roadway, and it would not impact vehicle safety.”

Request: Show the location of the light rail guideway piers and confirm if the locations of bridge piers would have local impacts on all modes and traffic during construction.

Section 3.8.4 Mitigation for Operation Impacts states, “no further mitigation specific to safety-related impacts is proposed”. Closing the SODO nonmotorized trail will result in an increase in serious injuries and fatalities as bicyclists and pedestrians shift from a protected pathway to

arterial streets. The Georgetown and South Park neighborhoods will no longer have a grade-separated bicycle facility to their nearest Link station, the SODO station. Current social equity policy should guide Sound Transit to maintain the same level of protection for bicyclists traveling to and from Georgetown and South Park that is currently provided by the SODO trail with mitigation for the loss of the trail, for alternatives that close the trail, and during construction.

Request: Develop mitigation for the alternatives that close the SODO nonmotorized trail in the form of equivalent built infrastructure.

The effect on safety with the closure of streets is inaccurate. The qualitative analysis bases the conclusion that traffic volumes will be the same and therefore the number of crashes would be the same. This conclusion may or may not be accurate. The safety of a street is related to traffic volume and the mix of traffic including truck volume, posted and operating speeds, operations at intersections, driveways characteristics, lighting, lane widths, sidewalks, presence of bicycle facilities, and rail lines. A comparison of the relative safety of streets used for detours and during street closures should address these factors and their influence on safety.

Request: Prepare a safety analysis of permanent conditions and conditions during construction for street closures and of traffic shifted to other streets. For resources, refer to the Washington State Department of Ecology SEPA Checklist Guidance Section B: Transportation (<https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-14-Transportation>) and that includes reference to the federal document, *Integrating Road Safety into NEPA Analysis, A Practitioner's Primer*, Federal Highway Administration (<https://safety.fhwa.dot.gov/tsp/fhwasa1137/fhwasa1137.pdf>)

The City of Seattle Vision Zero plan is not sourced properly in the text.

Request: Source the Vision Zero plan.

3.11 West Seattle Link Extension Construction Impacts

The length of construction, up to 10 years, is effectively a permanent condition for stakeholders and their resulting impacts. For long-term construction impacts, it is appropriate to analyze the elements of the environment during construction.

Request: Prepare an analysis and disclose impacts during construction for each of the elements of the environment. Prepare a detailed and quantified analysis as if a permanent condition. Include street operations, changes in circulation and the resulting L.O.S., changes in bus operations on the streets, impacts to transit riders, pedestrians, and bicyclists. Eliminate the word “temporary” when referring to construction impacts. Use time-related adjectives such as “a two-week closure” or a “three-month closure”. Show construction phasing and durations.

The following section and text: “3.11.2.5 Safety However, the SODO Trail would be temporarily closed (see Section 3.11.2.4), requiring pedestrians and bicyclists to likely detour to 4th Avenue South or 6th Avenue South instead of to a multi-use facility, which would increase the potential for conflicts with vehicles.” This is an inadequate analysis and conclusion.

Request: Prepare a quantified analysis of the increase in modal conflicts during construction. Disclose that an increase in conflicts results in an increase in crashes. Compare crash rates and severity on similar arterials over a ten-year period. Prepare infrastructure solutions to mitigate the safety impacts.

The study area, and construction analysis, does not address the needs of truck/freight mobility. Truck access and mobility is a larger area than the study area. Analysis is needed that addresses truck movement in the area between the 0.5-mile study area radius and the regional analysis.

Request: Expand the study area for truck/freight movements to and from major destinations by SODO businesses. Show detour routes for truck movements.

3.19.2.5 Safety

The sentence that reads, “....as collisions are correlated with traffic volumes” is incorrect. This statement ignores operations and geometric factors in safety. The conclusion, “...would be a negligible overall safety impact” cannot be made based on the incorrect qualitative assessment relative to traffic volumes.

Request: Prepare a safety assessment of facilities used by diverted traffic considering operational and geometric factors. Define “negligible” in the context of Seattle’s Target Zero plan.

13.19.7.2 Does not speak to coordination with stakeholders in the preparation of a Construction Access and Traffic Management Plan.

Request: Include mitigation measures that commit to coordination and communication with stakeholders.

Chapter 4. Affected Environment and Environmental Consequences

4.2.1 Acquisitions, Displacements, and Relocations

The location of tables and maps of displaced properties is not clear to the reader. The title of Appendix L “Chapter 4 Supporting Information on Affected Environment and Environmental Impacts”, does not reflect the content of Appendix L.

Request: Revise the title of Appendix L as follows: “Acquisitions, Displacements, and Relocations”. Revise the following reference as follows: Appendix L4.1,—Acquisitions, Displacements, and Relocations, lists potentially affected parcels in tables and shows the parcels in maps.

The DEIS does not explain how the following City of Seattle policy has been impacted. The City has identified the industrial nature of SODO in the manufacturing/industrial center designation and has plans and policies in place to protect existing industrial land uses given their crucial role in the city and regional economies. Chapter 4 indicates that 16-17 businesses would be displaced. There is no discussion of the types of business and the importance to the Duwamish MIC.

Request: Provide information as to the types of business, their industrial, manufacturing, and commercial activity, size in acreage and employees, the importance of their location in the Duwamish MIC, and role in the economy.

The text referred to above goes on to say, “As a result, potential future land uses are similar to existing land uses in this segment.” This statement is not accurate and would indicate there is no impact to the Duwamish MIC land uses.

Request: Disclose the reduction in useable land in absolute numbers including acreage and employees as a land-use impact. Percentages are not a transparent disclosure.

The sentence, “For all SODO Segment alternatives, spur tracks along the SODO Busway north of South Forest Street would be removed, which would affect rail access to businesses.” is followed by text that discusses the United States Post Office. It is unclear where to find text that identifies the tracks removed and the effect to businesses.

Request: Provide information on the tracks removed and businesses affected. See the request above for a comprehensive presentation of rail facilities.

This sentence is not accurate: “There would be no impacts to neighborhood cohesion.”

Request: Define “neighborhood” and acknowledge that the SODO area is a neighborhood of industrial and commercial activity. Define “cohesion” and identify the cohesion that would be impacted or not by the alternatives.

Chapter 5 Cumulative Impacts

Chapter 5 Cumulative Impacts and Appendix K, Present and Future Developments, Transportation, and Public Works Projects in the Study Area, are missing the *Seattle Industrial & Maritime Strategy Council recommendations and the DEIS*. The lack of information from the *Seattle Industrial & Maritime Strategy Council recommendations and the DEIS* land use impacts and the effect within the context of the SODO station alternatives is confusing.

Request: Provide *The Seattle Industrial & Maritime Strategy Council recommendations and the DEIS* should be presented in Chapter 5.

Chapter 6. Alternatives Evaluation

6.2.2 Build Alternatives

6.2.2.1.1 SODO Segment

The framework for the SODO station alternatives analysis is based on feedback from the United States Postal Service (USPS), that removal of approximately 14 surface parking spaces, “.....which the United States Postal Service has indicated would require relocating the facility.” This statement should be sourced in a footnote or endnote to indicate with whom this conversation occurred and the date. In briefings by Sound Transit for the SODO BIA, Sound Transit was not able to answer which agency (Sound Transit or USPS) has priority in property issues. The legal framework should be clearly identified before a decision on such a major infrastructure investment. Stakeholders including property owners are unable to prepare a substantive response to the station alternatives without this information. In addition, the DEIS does not include a quantified parking analysis of the USPS existing parking spaces, the utilization, and if necessary, mitigation for those 14 parking spaces.

Request: Prepare a summary of the legal framework for property acquisition of the USPS and share with stakeholders. Add a footnote or endnote for the conversation that occurred where the USPS indicated the taking of 14 property spaces would require relocating the facility. Prepare a utilization study of the USPS parking spaces and develop mitigation. The USPS is a public facility.

Table 6-1. Projected Ridership and Key Impact Differences – SODO Segment.

This table is missing a column for the No-Build alternative, which is necessary for decision-making and consistency with other Sound Transit DEISs. The Resource Impact Measure only includes Public Service Impact and that measure only includes the USPS. As stated above, the framework for decision-making with regard to the USPS has not been established.

Request: Redefine the measure as “USPS impacts”, as no other resources are evaluated. Provide the legal framework for property impacts, taking, and mitigation of the USPS and Sound Transit. Add footnote that sources the conversation indicating that the loss of 14 spaces would require relocating the facility.

Table 6-1 is missing key impacts to riders for whom the station is being constructed.

Request: Summarize rider impacts including rider travel times between the station and a consistent location on the surface street network, rider personal safety, transfers, and changes in the 10-minute walkshed for riders with each station design. A 15-minute walkshed is recommended for station-area planning of a light-rail facility.

Attachment N.1A Transportation Technical Analysis Methodology Report

The effects of Covid on traditional downtown transit ridership are permanent. These effects include work-from-home as an option. One day per week of work-from-home by office workers would be a 20% decrease in these types of trips. In addition, it should be noted that traditional office workers have a choice, and essential workers including industrial and manufacturing workers do not have a choice. There are significant infrastructure investment decisions yet to be made by Sound Transit even after analysis of the current preferred alternative. These decisions should be made with revised forecasts reflecting a range of commute conditions possible in the post-Covid scenario.

Request: Revise the methodology and forecasts to disclose the long-term effects of work-from-home employment on the forecasts.

The early decision (2014) to provide light rail versus bus to West Seattle should be revisited considering the reduction in traditional office-worker commute patterns to downtown Seattle. The DEIS simply states that there would be more riders on light rail to West Seattle than on bus rapid transit but does not disclose the magnitude, based on the 2014d study.

Request: Develop a methodology to use the revised forecast to disclose the magnitude of the difference in ridership between light rail to West Seattle and Bus Rapid Transit. Confirm if the 2014 decision is still valid in 2042.

Travel time analysis for riders to/from stations including transfers and walk times is missing from the methodology. Include the added travel time for riders that were on the busway and then shifted to buses 4th Avenue South and 6th Avenue South.

Request: Add travel time analysis methodology for riders.

The study area, and subsequent analysis, does not address the needs of truck/freight movement. Truck access and mobility is a larger area than the study area. In addition, the narrow study area does not account for significant diverted traffic on roadways beyond the 0.5-mile study area.

Request: Expand the study area for truck/freight movements to and from major destinations by SODO businesses.

The following sentence is insufficient: "There could be some traffic circulation and property access changes after construction related to properties that have been fully or partially acquired during construction."

Request: Identify fully or partially acquired properties that would have changes in access and/or traffic circulation.

4.4. Parking

The United States Postal Service (USPS) is a public agency with a parking facility with exclusive parking. There is the loss of 14 surface parking stalls that drives the need for the preferred alternative, with significant impacts on adjacent properties. Given the quantity of garage parking, and that the USPS is a public agency, this facility warrants a parking utilization study to provide information and data to develop mitigation for the loss of 14 stalls versus the relocation of businesses.

Request: Revise the methodology to provide for parking utilization study of public facilities with off-street parking.

Appendix N.1 Transportation Technical Report

Note: Comments made on Chapter 3 of the DEIS chapters above, are also applicable to Appendix N.1 Transportation Technical Report. The comments on the transportation technical report (TTR) below do not reflect a comprehensive review of the TTR because many comments that could be made on the TTR are captured in the chapters of the DEIS.

3 Transit

The text and tables do not show where the congestion occurs that results in increased travel time for existing transit.

Request: Describe and quantify the major sources of congestion, the location, and the cause of congestion.

The text and tables do not show where the location and cause of reduced transit reliability.

Request: Describe and quantify the major sources of reduced reliability, the location, and the cause of the LOS E and F reliability measure.

The existing passenger loads show that there is existing transit capacity through SODO and the West Seattle corridor. Depending on where the existing travel time and reliability issues occur and solutions to those issues, there may be the ability to reduce transit travel time for buses. Considering the permanent changes to transit ridership post-Covid, the strategy to reduce bus delays could be revisited. The additional bus travel time on 4th Avenue South and 6th Avenue South should be considered in the analysis.

Request: Provide information and data on existing sources of bus delays and future sources of bus delays.

6 Non-motorized Facilities

Figure 6-1: Existing Pedestrian Facilities West Seattle and Ballard Link Extensions - SODO Segment. This figure does not show existing pedestrian facilities.

Request: Inventory and show existing pedestrian facilities, including sidewalks, within the 10-minute walkshed of the SODO station.

The walkshed for each alternative does not provide a useful comparison of alternatives for the rider and pedestrian. The 10-minute walkshed, while a nominal industry standard for walk distance to a bus stop is longer for light rail. Major employment destinations for SODO station users are on 1st Avenue South and are outside the 10-minute walkshed. The walk segment of a transit rider's trip is a critical component of the rider's transit trip. The walk segment varies for the existing condition, Build, and No Build Alternative. An analysis of the walk segment would provide a comparison of each condition and the whether the goals defined during station concept development were achieved.

Request: Provide an analysis in graphic form and tables showing the rider's walk route to/from the station for the a.m. and p.m. peak hour within the walkshed for the existing condition, future No Build and Build Alternatives. Show the travel time for walk routes for the No-Build and Build alternatives, including use of escalators and elevators, to/from the station platform to pedestrian facilities, and on pedestrian facilities including changes in grade and wait time at signalized intersections. Major employment destinations for SODO transit riders are on 1st Avenue South and are outside the 10-minute walkshed. These employment destinations include the Starbucks complex with Amazon, the John Stanford Center for Education Excellence, and the Home Plate Center. Include these major employers in the walk route analysis. Describe the walk environment in terms of the pedestrian environment and personal safety from the rider's perspective.

The walksheds and bikesheds are not described in the *Attachment N.1A Transportation Technical Analysis Methodology Report*.

Request: Revise the non-motorized methodology to eliminate walksheds. A walkshed analysis is not an analysis of nonmotorized impacts and mitigation. Provide a description of a methodology to evaluate walk routes and impacts on the walk routes by alternative for the SODO station.

Figure 6-1: Existing Pedestrian Facilities West Seattle and Ballard Link Extensions – SODO Segment, does not show the inventory of pedestrian facilities within one-half mile of the station. There is no information presenting the results of the non-motorized evaluation measures as described in *Attachment N.1A Transportation Technical Analysis Methodology Report*.

Request: Show in a figure the inventory of non-motorized facilities, including the quality of the walk route within one-half mile of the station for the existing condition, No-Build and Build conditions. Include a comparison of changes in grade for the pedestrian route in the analysis of pedestrian circulation.

The following sentence is not understood. "A high volume of pedestrians is expected on 5th Avenue South and the SODO Busway north of South Lander Street; however, this is the location of the station platform, which would have an effective width large enough to accommodate the forecasted pedestrian volumes." It is unclear what is a high volume of pedestrians and why they are on 5th Avenue South and the add-on, "however this is the location of the platform".

Request: Present the a.m. and p.m. peak hour pedestrian volumes estimated on the platform, the access/egress facilities, and the pedestrian facilities in the walkshed. Show in a table the a.m. and p.m. peak hour pedestrian volumes uniquely identifying the transfers.

4.2.3.2 Construction Mitigation

This section lacks sufficient detail for the complexity of the construction activities and their impacts. The proposed mitigation is inadequate for stakeholders to assess access and mobility impacts, if mitigation rectifies the impact, and if there is permanent damage to businesses.

Request: Prepare, describe, and show in figures the impacts of construction to the street system, to the busway, to the SODO trail, to buses, and the displacement or access and circulation impacts to business in SODO. Prepare construction mitigation measures to mitigate the impacts.

Construction activity of up to ten years is essentially a permanent condition for SODO BIA. The impacts to streets and mobility for SODO businesses, pedestrian and bicycle facilities, the busway, and impacts to riders have not been addressed. Short-term weekday closures can have a significant impact on industrial businesses and truck mobility.

Closures of more than one week warrant detailed analysis of construction impacts to adequately understand the impacts and develop mitigation measures. See prior comments on the missing impact analysis of the closure of the busway, impacts to riders and their walk routes, impact to riders transferring between light rail and bus, impacts to bicyclists and pedestrians with the closure of the SODO trail.

Request: Prepare an impact analysis covering operations and safety for all modes affected by construction closures. Prepare infrastructure mitigation to address the operational and safety impacts.

Early and frequent communication with property owners, street users, transit users, pedestrians, and bicyclists will be essential.

Request: Include a description and commitment of the communication program as construction mitigation. Include the types of communication, tools, frequency, stakeholder outreach, property owner outreach and communication, and a dedicated construction communication coordinator.

Construction activities are extensive, each with impacts and mitigation. The construction mitigation should include a commitment to a construction management plan with outreach and input by stakeholders and include a Memorandum of Understanding with the SODO BIA for construction activities and mitigation.

Attachment B: SUMMARY OF SODO BIA REQUESTS

Overall Project Requests:

- Sound Transit to organize a multi-disciplinary team uniquely qualified to support SODO businesses and workers, solve traffic problems, provide relocation assistance, and create a premier station.
- Enter into a Memorandum of Agreement that will protect in place SODO's businesses, workers, residents, and commuters, and provide a high-performing multi-modal transportation network. This should include a SODO/Duwamish Community Advisory Group; Neighborhood Traffic Mitigation Committee, Construction Hub Coordinator, Land Use planning, regular in-person/on-site information and meetings with SODO BIA leadership, and a Mitigation Fund.
- Create a SODO Mitigation Fund for businesses and workers impacted during construction, including displaced/relocated businesses and workers.
- Complete replacement in-kind of the SODO Trail during and after construction
- Complete the missing Georgetown to SODO bike/pedestrian link
- Install a permanent stoplight at Forest and 4th Ave
- Create safe pedestrian routes to the Link rail (circulator buses, lighting, sidewalks, ambassadors, police response performance goals)
- Support other economic development activities.

DEIS Technical Requests

- **Release additional data necessary to completely analyze the WSBL DEIS.**
 - Disclose the lane widths, track widths, and LRT footprint widths used in designs
 - Include an analysis of transit riders by type in the equity analysis and disclose who benefits, and who bears the impact.
 - Present the data used in the statement that light rail transit ridership would be higher than bus rapid transit for the Downtown to West Seattle Link Extension based on the current ST3 conditions.
 - Review and revise forecasts based on trip-making changes post Covid.
- **Clarify information on the third-party funding option and its relation to preferred alternatives.**
 - Share if the third-party funding option is included in the preferred alternative analysis within the subsequent DEIS chapters. Repeat the third-party funding assumptions and if the third-party option is included in the preferred alternative in each chapter of the DEIS and appendices. figures presenting analysis.
- **Add a purpose statement that speaks to protecting existing and planned land uses that are elements of the regional economy and the contribution to the regional economy.**

- Expand upon the unique trip-making patterns of the MICs in the transportation chapter with appropriate analysis of those trips.
- Provide reference to the types of jobs and well-paying jobs that are unique economy of the MICs from the economic analysis.
- **Use the revised regional forecasts expected in 2023 as the basis for WSBLE infrastructure decisions.**
- **Revisit the project definition, consider scaling back, and provide additional funding to the SODO station to ensure the SODO station is developed to best serve the SODO community.**
- **Provide additional analysis for commenters affected by temporary and permanent closures**
 - Prepare analysis to riders and travel time for the closure of the SODO busway, both in the permanent condition and during construction.
 - Provide information on the transit riders affected.
 - Provide an explanation of the formula funding and its effects to the SODO busway
 - Evaluate travel time for riders at the SODO station with destinations in SODO and riders transferring to bus transit.
- **Provide infrastructure analysis for temporary and permanent closures along with current operations.**
 - Prepare bus transit operational analysis for buses shifting from the busway to arterial streets.
 - Prepare analysis of street and intersection operations with buses shifting to arterial streets.
 - Prepare infrastructure mitigation to manage bus operations, the increase in pedestrian travel to/from buses and the SODO station, conflicts with existing truck activity, and signal operations.
 - Provide a figure showing the existing inventory of rail facilities including spurs and grade separations.
 - Disclose a past request by Amtrack to vacate South Holgate Street, which may again become an active request. For each Build alternative show and describe impacts to the rail facilities.
 - In Chapter 5 it would be good to add the term with regard to the Amtrak proposal that it is a “reasonable foreseeable future action”.

- **Prepare safety analysis of multimodal networks affected by temporary and permanent closures and construction.**
 - Prepare a safety analysis of closing the SODO Non-motorized trail and of closing the E3 busway.
 - Quantify and show the increase in modal conflicts for all modes.
 - Quantify and show the effects of closing the SODO nonmotorized trail on the pedestrian and bicycle network to and from important origins and destinations such as employment on 1st Avenue South and the Georgetown and South Park neighborhoods and the resulting travel on 1st Avenue South, 4th Avenue South, and 6th Avenue South.
 - Show the location of the light rail guideway piers and confirm if the locations of bridge piers would have local impacts to all modes and traffic during construction.
 - Develop mitigation for the alternatives that close the SODO nonmotorized trail in the form of equivalent built infrastructure.
 - Prepare a safety analysis of permanent conditions and conditions during construction for street closures and of traffic shifted to other streets.
 - Source the Vision Zero plan.

- **Prepare an analysis of West Seattle Link Extension Construction Impacts**
 - Prepare an analysis and disclose impacts during construction for each of the elements of the environment.
 - Prepare a detailed and quantified analysis as if a permanent condition. Include street operations, changes in circulation and the resulting L.O.S., changes in bus operations on the streets, impacts to transit riders, pedestrians, and bicyclists. Eliminate the word “temporary” when referring to construction impacts. Use time-related adjectives such as “a two-week closure” or a “three-month closure”. Show construction phasing and durations.
 - Prepare a quantified analysis of the increase in modal conflicts during construction.
 - Prepare infrastructure solutions to mitigate the safety impacts.
 - Expand the study area for truck/freight movements to and from major destinations by SODO businesses.

- **Prepare a safety assessment of facilities used by diverted traffic considering operational and geometric factors.**
 - Include mitigation measures that commit to coordination and communication with stakeholders.

- **Disclose additional information for potentially affected parcels**

- Provide information as to the types of business, their industrial, manufacturing, and commercial activity, size in acreage and employees, the importance of their location in the Duwamish MIC, and their role in the economy.
 - Disclose the reduction in useable land in absolute numbers including acreage and employees as a land-use impact.
 - Provide information on the tracks removed and businesses affected.
 - Define “neighborhood” and acknowledge that the SODO area is a neighborhood of industrial and commercial activity.
 - Define “cohesion” and identify the cohesion that would be impacted or not by the alternatives.
- **Provide The Seattle Industrial & Maritime Strategy Council recommendations and the DEIS should be presented in Chapter 5.**
- **Prepare a summary of the legal framework for property acquisition of the USPS and share with stakeholders.**
 - Add a footnote or endnote for the conversation that occurred where the USPS indicated the taking of 14 property spaces would require relocating the facility.
 - Prepare a utilization study of the USPS parking spaces and develop mitigation.
 - Redefine the measure as “USPS impacts”, as no other resources are evaluated. Provide the legal framework for property impacts, taking, and mitigation of the USPS and Sound Transit
 - Revise the methodology to provide for parking utilization study of public facilities with off-street parking.
- **Summarize rider impacts including rider travel times**
 - Study travel times between the station and a consistent location on the surface street network, rider personal safety, transfers, and changes in the 10-minute walkshed for riders with each station design. A 15-minute walkshed is recommended for station-area planning of a light-rail facility.
- **Revise the methodology and forecasts to disclose the long-term effects of work-from-home employment on the forecasts.**
 - Develop a methodology to use the revised forecast to disclose the magnitude of the difference in ridership between light rail to West Seattle and Bus Rapid Transit. Confirm if the 2014 decision is still valid in 2042.
 - Add travel time analysis methodology for riders.
 - Expand the study area for truck/freight movements to and from major destinations by SODO businesses.

- Identify fully or partially acquired properties that would have changes in access and/or traffic circulation.
- **Provide additional information on the effects of congestion**
 - Describe and quantify the major sources of congestion, the location, and the cause of congestion.
 - Provide information and data on existing sources of bus delay and future sources of bus delay.
- **Provide information on non-motorized facilities**
 - Prepare an inventory and show existing pedestrian facilities, including sidewalks, within the 10-minute walkshed of the SODO station.
 - Provide an analysis in graphic form and tables showing the rider's walk route to/from the station for the a.m. and p.m. peak hour within the walkshed for the existing condition, future No Build and Build Alternatives.
 - Revise the non-motorized methodology to eliminate walksheds
 - Show in a figure the inventory of non-motorized facilities, including the quality of the walk route within one-half mile of the station for the existing condition, No-Build, and Build conditions
 - Present the a.m. and p.m. peak hour pedestrian volumes estimated on the platform, the access/egress facilities, and the pedestrian facilities in the walkshed.
- **Provide additional information for the complexity of the construction activities and their impact**
 - Prepare, describe, and show in figures the impacts of construction to the street system, to the busway, to the SODO trail, to buses, and the displacement or access and circulation impacts to business in SODO.
 - Prepare construction mitigation measures to mitigate the impacts.
 - Prepare an impact analysis covering operations and safety for all modes affected by construction closures.
 - Prepare infrastructure mitigation to address the operational and safety impacts.
 - Include a description and commitment of the communication program as construction mitigation.



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April 28, 2022

WSBLE Draft EIS Comments c/o Lauren Swift
Sound Transit
401 S Jackson St
Seattle WA 98104

Via email: WSBLEDEIScomments@SoundTransit.org

Re: West Seattle and Ballard Link Extensions Draft EIS Comments

On behalf of SSA Marine, Inc. (SSA) and our affiliated family of companies (including Carrix, Inc., SSA Terminals, Tideworks Technology, Rail Management Services and Harbor Real Estate Investment Company), thank you for the opportunity to submit comments on the Sound Transit West Seattle Ballard Link Extensions (WSBLE) Draft Environmental Impact Statement (DEIS).

SSA has attended public meetings, thoroughly reviewed DEIS documents and hosted/attended a Sound Transit Briefing for the Duwamish Crossing (on April 21, 2022) to understand the DEIS Alternatives' potential impacts and benefits upon our Harbor Island-based business and operations.

Founded by Fred R. Smith in 1949, SSA began its first cargo handling operations in a small corner of Washington State. Driven by a pioneering spirit, our company saw steady growth over the years, expanding up and down the West Coast to operate a significant market share of the major international terminals in the eastern Pacific. Today, SSA has become a global enterprise spanning more than 250 locations across five continents. From our corporate headquarters on Harbor Island, SSA continues to broaden our reach by developing new locations and upgrading existing facilities, providing some of the most technologically advanced logistics facilities in the world.

SSA Marine, Tideworks Technology and Rail Management Services are headquartered within a corporate campus of three building facilities on South Harbor Island. Two of these are Company-owned facilities, and the third is within leased space within the Harbor Marina Corporate Center, which is owned and operated by the Port of Seattle. Our systems are integrated to provide effective collaboration and support our global network of customers, marine terminals, port authorities, vendors and employees. Our South Harbor Island campus hosts direct operational oversight and support for marine operations throughout the Seattle Metropolitan Area, including Terminal 5, Terminal 18, Terminal 30 and Terminal 91, each of which are connected by a network of marine-, rail- and road-based logistics providers. 340 employees work at our headquarters complex and an additional approximately 125 non-longshore staff are located at the terminals. As a comprehensive network of affiliated systems, impacts to any portion of the corporate campus adversely affect the entire headquarters ecosystem. As such, SSA offers the following comments concerning the Duwamish Segment of the WSBLE:

SSA's preferred alternative is the South Edge Crossing Alignment Option (DUW-1b), which we support strongly as the only alternative yielding a feasible solution that compared to DUW-1a and DUW-2 is least impactful to our terminal and administrative Harbor Island operations. This option still requires relocation of our headquarters campus as maintaining our office functions between the West Seattle Bridge and WSBLE would no longer be feasible. Supporting this position:

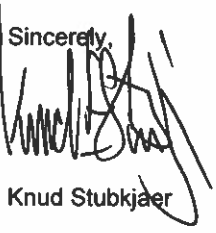
- South Crossing Alternative (DUW-1a)
 - The DUW-1a alignment directly impacts two of the three office buildings (one owned and one leased) of our South Harbor Island corporate headquarters and will make continued use of our corporate campus impossible. Loss of these assets undermine the interconnected function of our comprehensive campus as described above. Loss of our corporate campus, and its connectivity to our marine terminal operations will require mitigation and functional relocation.
 - The construction of DUW-1a will also disrupt terminal operations north of the alignment.
- North Crossing Alternative (DUW-2)
 - Regarding the 5-leg intersection (Chelan AVE SW/W Marginal Way SW/SW Spokane ST/Delridge Way SW): Any closure of Chelan AVE SW west of W Marginal Way SW/SW Spokane ST is understood to impact the 5-leg intersection operation. This is a critical intersection for SSA's Harbor Island marine terminal operations and corporate campus access/egress.
 - Chelan AVE SW lane closure-related mitigation measures are not sufficient or acceptable for the vehicle volumes at this area. Terminal 18 parking lot impacts have the potential to affect overall terminal operations.
 - Please identify navigation impacts to shoreside businesses from DUW-2.
 - Because of the critical function of our Terminal 5 and Terminal 18 marine terminal gates where high-volume, safe and efficient truck operations require direct and continuous unencumbered access to/from the roadway network, SSA believes that the North Crossing Alternative (DUW-2) impacts cannot be operationally mitigated. Terminal access is affected by construction of columns, or piers, of the elevated structure.
- Multi-year Construction Period:
 - With the anticipated duration, access impediments, parking impacts and disruption due to construction of the South Edge Crossing Alignment Option (DUW-1b), relocation of SSA corporate campus functions and staff will be required to ensure a safe and uninterrupted work environment.
 - Potential impacts during construction should recognize the relationship and impacts to water-dependent uses, including marine terminals and associated truck logistics, rail logistics, transloading and warehousing land uses.
 - Particularly problematic are the expected construction-related impacts adversely impacting international container cargo operations that significantly contribute to truck and other traffic in the already congested Spokane ST corridor. Of the options, the south Edge Crossing Alignment Option (DUW-1b) will be the least disruptive to container cargo and related operations.
 - DEIS Section "3.5.1.2 Intersection Operations" states "In the SODO and Duwamish segments, all study intersections operate at LOS D or better during both the a.m. and p.m. peak periods, although higher vehicle delays can be experienced from nearby port and terminal operations near the East Marginal Way and South Spokane Street intersection." This is a critical comment that illustrates the fragile state of intersection operations, which our marine terminals depend upon, and the potential for impacts related to project construction.
 - Please note even short-term weekday, weekend and night closures can have a significant impact on freight mobility and marine terminal operations.
- Surface Transportation
 - Continuous, uninterrupted access of the BNSF railway to the Terminal 5 on-dock rail yard is absolutely critical to our operations. Any disruptions to BNSF service, including the rail trestle,

sidings, switching operations, and/or support track is considered detrimental to Terminal 5's operation.

- Please evaluate all potential truck detour routes in detail, as they could create unreasonable burdens for truck drivers servicing our marine terminals.
- Freight mobility and access impacts create a compounding negative effect on marine terminal operations. Trucks within the critical and congested Duwamish Crossing segment area have limited route options and may be impacted differently than pedestrian, bicycle, and personal automobile modes.
 - Mitigating these traffic impacts, a robust traffic management plan should be developed (with stakeholder input) and published well in advance of project start so that SSA can collectively plan for project-related mobility impacts.

SSA understands the value of efficient and reliable transportation networks, and truly appreciates the transformative potential the West Seattle and Ballard Link Extensions will have on Seattle and the working waterfront. Thank you again for the opportunity to comment on the DEIS.

Sincerely,



Knud Stubkjaer

Chief Executive Officer
SSA Marine

Sound Transit Projects

Details	Communication
#504467 Date Recieved: 4/28/2022 Created by: Cecelia Gunn Audience: General Public Reach: Participation: Engagement: Source: Email Assigned division: Outreach Category: Project Phase: Planning Project Segment: Environmental phase: Draft EIS	Greetings, I represent the The Grove West Seattle Inn located at 3512 SW Alaska St. very near the potential Avalon station and Triangle redevelopment. We are excited about the prospects of having a station so close to our Hotel and believe our guests would benefit substantially from the service and also utilize it frequently. As an anchor business in this neighborhood we are concerned there are current oversights in the DEIS that would create unintended consequences if not addressed in the Final EIS; especially the troubling impacts of preferred alternative WSJ-1 in terms of both general transportation disruption and resulting displacement of neighborhood businesses as well as aesthetic, noise, vibration and neighborhood cohesion impacts. WSJ-1's guideway would literally and figuratively cast a dark shadow over this transformative neighborhood. Of the preferred alternatives, we believe tunnel alternative WSJ-3a should be advanced with modifications as the final preferred alternative. WSJ-3a reduces the issues with neighborhood cohesion and displacement compared to the above-grade alternatives, and the future station option on 41st Avenue SW is a better location compared to 42nd Avenue SW as it will have less impact on existing established businesses in the heart of the Junction during construction. We further believe the DEIS currently represents inadequate study of cumulative impacts, and provides insufficient mitigation information, in several areas including the lack of sufficient information on cumulative impacts of transportation and road closures -- including paths of temporary and permanent-term closures and re-routes -- as well as the lack of sufficient information on separate and cumulative impacts of tunnel routes on the businesses and residents above them. Thank you for considering these comments. Jeff Wilson, General Manager The Grove West Seattle Inn

LMI-West Seattle Holdings, LLC
c/o GID
125 High Street, 27th Floor
Boston, MA 02210

April 28, 2022

WSBLE Draft Environmental Impact Statement Comments
c/o Lauren Swift
Sound Transit
401 S. Jackson St.
Seattle, WA 98104
Email: WSBLEDEIScomments@soundtransit.org

Re: Comments on WSBLE Draft EIS

Dear Ms. Swift:

I am writing on behalf of LMI-West Seattle Holdings, LLC, the owner of the property located at 4755 Fauntleroy Way SW (TPN 9379700000) (the “Whittaker”) to provide comments on the Draft EIS for the WSBLE project. The 389-unit Whittaker apartment community (on whose behalf I am writing) is a portion of a mixed-use project which also includes a separately owned Whole Foods grocery store and additional retail shops.

We offer the following comments on the Draft EIS:

- The Draft EIS should include station entrance alternatives that do not require the levelling of city blocks. Alternatives that knit such entrances into the existing and future built environment exist around the world. There is no reason they cannot be employed in WSBLE.
- Long-term closures on Fauntleroy Way SW and SW Alaska Street for the Alaska Junction Station would have the effect of cutting off access to the Whittaker. This will adversely impact the residents at The Whittaker. Street and sidewalk closures will impair the function of the neighborhood-serving retail in The Whittaker. Alternatives and mitigation for these closures must be identified in the Draft EIS.
- Alternative WSJ-2 will cause the most significant negative impacts to the Whittaker’s neighborhood, including the apparent demolition of two recently constructed multi-family projects and resultant displacement of hundreds of residents, and will cause irreparable harm to the neighborhood. This alternative should be rejected.
- Alternative WSJ-2 also proposes major structural columns immediately adjacent to the Whittaker. We are concerned about the noise and vibration from station construction generally, and from these columns specifically, which will disturb the residents of the Whitaker. All of these impacts must be addressed in the Draft EIS and mitigation proposed to avoid such impacts.

WSBLE Draft Environmental Impact Statement Comments
c/o Lauren Swift
April 28, 2022

- The local impact of thousands of truck trips over many years, construction staging areas and displacement of neighborhood parking by construction workers will have substantial adverse effects on our community and its residents and our neighborhood.

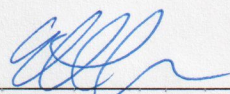
Sound Transit should prepare a supplement to the Draft EIS that fully describes the WSBLE project and evaluates all impacts associated with the proposal.

We appreciate the opportunity to provide these comments.

Sincerely,

LMI-West Seattle Holdings, LLC,
a Delaware limited liability company

By:



Elton Lee, Vice President

April 22, 2022

Lauren Swift
West Seattle Ballard Link Extension Environmental Manager
Central Puget Sound Regional Transit Authority (Sound Transit)
401 S. Jackson Street
Seattle, WA 98104-2826

Dear Ms. Swift,

Thank you for the opportunity to review and comment on the Draft Environmental Impact Statement (DEIS) for the West Seattle to Ballard Link Extension (WSBLE) Project. This project will be the largest light rail project that Seattle is likely to ever experience. The effects of construction will last over a decade, but more importantly the project built will affect Seattle for hundreds of years.

The West Seattle Junction Association has long represented the businesses of the West Seattle Junction and has advocated for the community. The West Seattle Junction Association is a non-profit which produces many community events throughout the year including Art Walk, Summer Fest, Outdoor Movies, and many more events. We also maintain and beautify conditions at the Junction.

We are writing to express our opinions about the options for light rail at the West Seattle Junction. As you may know the West Seattle Junction has been one of the fastest growing neighborhoods in Seattle over the last decade with considerable residential growth and more planned or under construction. It is critical that light rail works with this development and the character of the Junction and not against it.

Two of the alternatives are clearly not acceptable to West Seattle residents. Sound Transit board preferred alignment WSJ-1 ending at 41st/42nd would take out a wide swath of single family homes and small businesses to reach the Junction. Not only would those homes be lost, but much of the pathway would be rendered undevelopable in an area with some of the best transit connections in the city. And an unattractive tail track would continue into the surrounding neighborhood for many years to come. This option is counterproductive to building good developments along light rail.

Although the second alignment- WSJ-2 avoids as much property takes, it is even worse for the people who live and work in the Junction. The location on Fauntleroy or at 38th is simply too far from the heart of the Junction at California to be useful. There is a steep hill between the proposed station location and California. We believe the walkshed would be limited for this station and it would serve businesses and residents poorly. The station would be also too close to the Avalon Station so its benefits would be limited. If the Avalon Station was eliminated for cost cutting measures, this single West Seattle Junction station location would be poorly located to serve both the Junction and homes and residents along Avalon.

The West Seattle Junction Association strongly supports a tunnel option for light rail into the Junction. We believe that this is the best solution for this increasingly growing neighborhood and business district. The tunnel options that end at either 41st or 42nd (WSJ-3a, WSJ-3b, and WSJ-5) all offer station locations that serve the Junction far better than the elevated options without taking wide swaths of the neighborhood for unsightly tracks. Tunnel options would also allow the tail tracks to be located underground instead of hanging over the neighborhood for many years. This would also make future extension to the Morgan Junction and further south much easier to accomplish without considerable property displacement.

We appreciate the opportunity to comment on the Draft Environmental Impact Statement (DEIS) for the West Seattle to Ballard Link Extension (WSBLE) Project. If you wish to follow up, please contact our Executive Director, Chris Mackay, at chris@wsjunction.org or (206) 935-0904.

Thank you for your consideration,

The Board of the West Seattle Junction Association



April 28, 2022

WSBLE Draft EIS Comments c/o Lauren Swift
Sound Transit
401 S Jackson St
Seattle WA 98104

Via email: WSBLEDEIScomments@SoundTransit.org

Re: West Seattle and Ballard Link Extensions Draft EIS Comments

On behalf the West Seattle Chamber of Commerce, thank you for the opportunity to provide comment on the Sound Transit West Seattle Ballard Link Extensions (WSBLE) Draft Environmental Impact Statement (DEIS). We appreciate Sound Transit's direct engagement with the West Seattle Chamber in presenting at several of our recent virtual luncheons for our members.

The West Seattle Chamber is known for its support of our community and members. We represent over 200 businesses from every corner of the West Seattle peninsula. From keeping the West Seattle community informed about impactful issues and advocating on our members' behalf with local government to providing regular educational opportunities and picking up trash, the Chamber is focused on serving the West Seattle community and Chamber members.

The dual challenges of the COVID pandemic and closure of the West Seattle bridge have hit our community especially hard over the last two years and will undoubtedly take time for us to recover. The traffic challenges resulting from the sudden and prolonged bridge closure have proven the critical lifeline in having resilient transportation options on and off the West Seattle peninsula. While we look forward to the eventual addition of Sound Transit's West Seattle link extension, how the transit line is built could present another economic disaster for our small business community.

We recognize the magnitude of this project and how many different stakeholders and communities that Sound Transit will be required to engage over the life of the WSBLE development and construction. However, the transportation agency must find a better and more consistent approach in engaging the small business community, especially with respect to those businesses that do not own their spaces and have any likelihood of being impacted by any of the alternatives. While Sound Transit enjoys many legal protections in what guides the engagement process, especially with respect to the taking of property, moving forward, we expect the agency to go beyond those perimeters and invest significantly more time and effort into engaging the West Seattle small business community. If it is a matter of staff resources to

adequately respond to this vital request, we expect that to be addressed at a priority level with the Sound Transit board if necessary.

Given we have members that could be impacted by each of the options, we do not intend to take a position on any specific alternative. However, we implore Sound Transit to provide better ways to engage all business owners – landowners and renters alike – with how the project may impact their business' future so that they can each plan for their own futures as best as possible. Our members need simple ways to connect to the process throughout the remainder of the development stage of WSBLE and especially when it comes time for decisions around construction planning. We understand that there will be lengthy construction impacts from the project and expect that Sound Transit will appropriately recognize and address how those periods can be detrimental to a business' future, including compensating each impacted business accordingly.

We look forward to working closely with Sound Transit in the years to come to bring light rail to our West Seattle community in an equitable and considerate way.

Sincerely,

Dawn Leverett

Board Chair

West Seattle Chamber of Commerce

Whitney Moore

Executive Director

West Seattle Chamber of Commerce

